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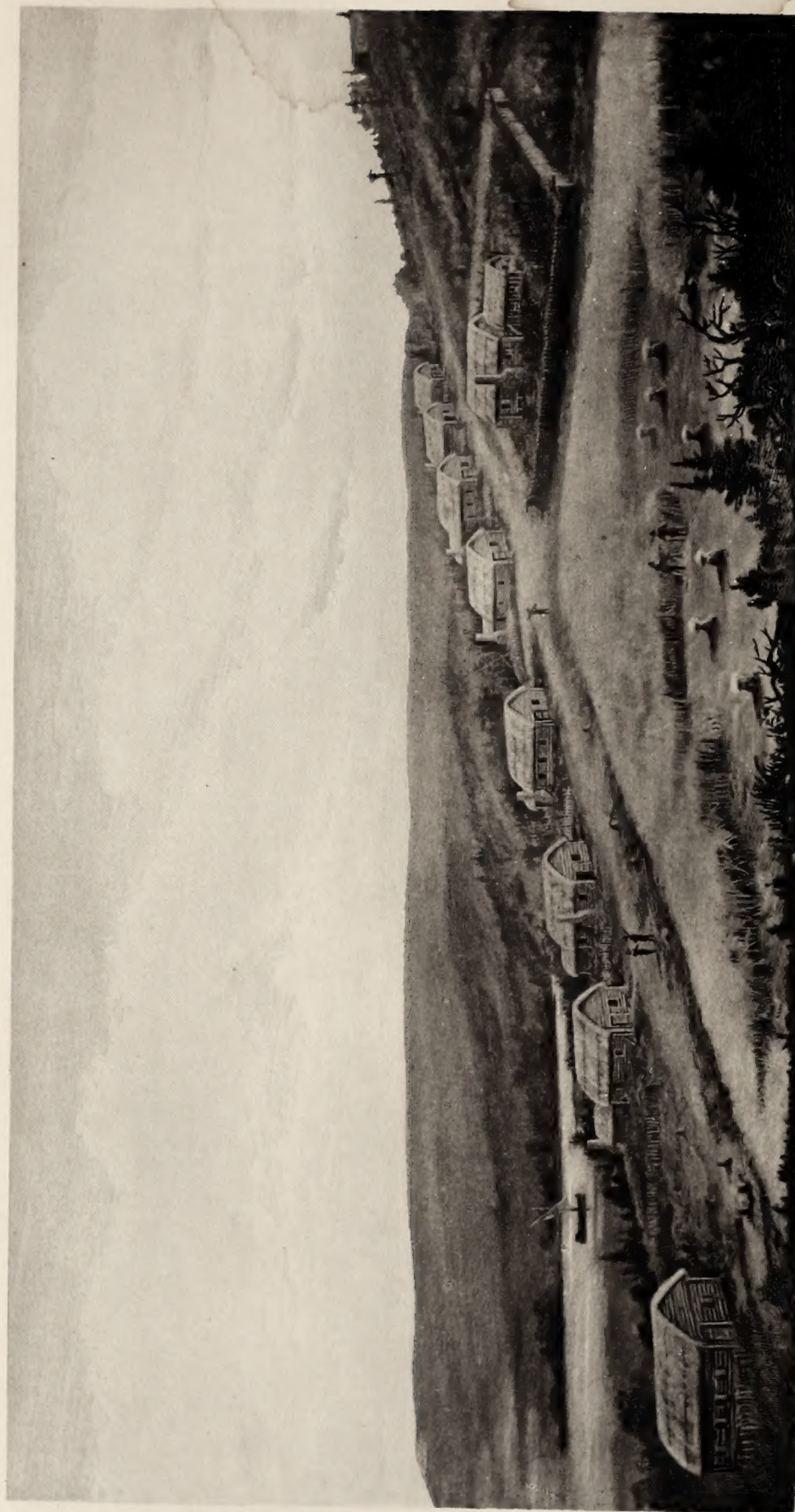


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GOV^R BRADFORD. OLD FORT

PLYMOUTH IN 1622

HISTORY
OF
Plymouth, Norfolk and
Barnstable Counties
MASSACHUSETTS

Author

ELROY S. THOMPSON

*Special Correspondent for Metropolitan Newspapers;
Ex-Secretary Brockton Chamber of Commerce;
City Editor Brockton "Enterprise" for years.*

VOLUME II

LEWIS HISTORICAL PUBLISHING COMPANY, INC.
NEW YORK
1928

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PLYMOUTH, NORFOLK
AND
BARNSTABLE

CHAPTER XXX

PLYMOUTH COUNTY HONOR ROLL

So far as known to the author of this work, nothing like a complete roll of the honored dead who gave their lives in the World War has been presented for Plymouth County in any publication. There is a forthcoming volume to be issued by the Commonwealth of Massachusetts, which is being very carefully prepared and will, when issued from the press, undoubtedly be exceedingly accurate and valuable. The author of this history acknowledges much assistance and many kindnesses extended to him by those engaged in the preparation of the Honor Roll of Massachusetts. A substantial part of the following records have been obtained through this invaluable coöperation.

The writer, however, wishes it distinctly understood that such errors as may have crept into the roll of honor as here presented will not necessarily appear in the volume when issued by the Commonwealth, as great pains is being taken to make corrections as the work of preparation proceeds. With the resources at hand and accessibility to official records, it is expected that the Commonwealth Roll of Honor will be a document of refining corrections, worthy of the great interest which is being taken in its preparation.

These World War Service Rolls are an integral part of this copyrighted work, and the written consent of the author of this work must be obtained for their republication in whole or in part. He will appreciate notification of errors or omissions for correction in future publication and to transmit to those from whom much of the information has been obtained, that the Honor Roll of Massachusetts or any of the towns or counties which it contains may be as free as possible from inaccuracies. Where a star appears before the name of one on the Honor Roll, it is to denote that he was killed in action.

Several towns in Plymouth County should be credited with young men who fought in the World War in foreign service, as their homes within the local towns at the time of their enlistments or when they entered the service. It is believed that the list presented accounts for most of those in foreign service who were killed in action or otherwise gave their lives in the Great War.

ABINGTON

Edgar Dorus Bascom, 2d Lt. Inf. killed in action Oct. 24, 1918. Bois de Belleau, north of Verdun. Enlisted Sept. 17, 1917, Mass. N. G. Comp. F., 101st Eng. 26th Div. Promoted sgt. Apr. 4, 1918. Discharged July 16, 1918, to accept

commission, 2nd Lt., Inf. July 17, 1918, assigned to Co. B, 101st Inf., 26th Div. Overseas, Sept. 26, 1917. Recommended for D. S. C. "Fighting in Belleau Woods, Lt. Bascom, the National Ordnance Officer, on Oct. 22, 1918, voluntarily took command of the company whose officers were all killed or wounded, and was killed the next day while leading his men."

Edgar Dorus Bascom; born August 24, 1892, at Gill, son of Dorus A. and Ellen Bascom; brother of Thomas D. Bascom, of Cleveland, Ohio, Henry S. Bascom, of Utica, New York, and of Mrs. Ida B. Clapp, of Springfield. M. I. T. Class of 1915. Instructor. Awarded S. S.

Chester Lawrence Belcher, Private, died Nov. 5, 1918, of pneumonia, at Camp Colt. Enl. Oct. 14, 1918, casual company, No. 1, Tank Corps.

Chester Lawrence Belcher was born November 23, 1897, at Abington, son of Lawrence M. and Alice Alena (Blanchard) Belcher; brother of Velma W. Belcher, all of Abington, and Marion Louise Belcher, of Brockton. Clerk.

Walter William Coleman, Sgt., 1st class, died Jan. 11, 1919, of pneumonia. Enl. July 25, 1917, E. R. C., reported for duty Oct. 1, 1917. N. A. E. R. C. Watertown Arsenal; Oct. 16, 1917, to 117 Mobile Ord. Repair Shop; Sept. 6, 1918, to 1st Army Ammunition and Artillery Park; Oct. 25, 1918, to 2 Army Am. and Arty. Park. 1st Class Sgt., Oct. 15, 1917. Overseas, Jan. 8, 1918.

Walter William Coleman was born December 8, 1892, in Marlboro, son of William Clark (born in Ireland) and Julia Alice (deceased) (born on Prince Edward Island) Coleman; brother of Ida M. and Lydia Alice Coleman. Chauffeur.

***Lewis Vincent Dorsey**, Private, killed in action July 23, 1918 (near Epieds), in the Aisne-Marne offensive. Enl. Sept. 6, 1917, assigned to Co. L, 302 Inf. 76th Div.; trans. Sept. 18, 1917, to Co. 103 Inf., 26 Div.; Sept. 22, 1917, to Co. F, 104 Inf., 26 Div. Overseas Sept. 26, 1917. Awarded Divisional Citation for meritorious conduct during the Aisne-Marne offensive. Lewis V. Dorsey Post 112, A. L., Abington, named in his memory.

Lewis Vincent Dorsey was born July 19, 1893, at Rockland, son of Thomas and Mary Frances (Costello) Dorsey, of North Abington (1924); brother of John H. Dorsey, of East Weymouth, and of Millard F. Dorsey, of North Abington (1919). Lineman, Bay State Street Railway.

***Robert B. English**, Corporal; killed in action Nov. 1, 1918, before Alliepont, in the Meuse-Argonne. Enl. Oct. 4, 1917, Co. M, 302 Inf., 76th Div.; Trans. Oct. 18, 1918, to Co. M, 320 Inf., 80 Div. Corporal June 21, 1918. Overseas, July 5, 1918.

Corporal Robert B. English was born December 29, 1888, at Abington, son of Mrs. Alice M. English, of Abington (1923); brother of Bridget M. Maguire and Nellie T. English. Shoe worker.

Henry Chester Hurst, Private; died May 17, 1918, of disease. Enl. Feb. 9, 1917, R. A., Btry. F, 4th F. A.

Henry Chester Hurst was born in September, 1896, at Cape Conseo, Nova Scotia, son of George E. (deceased) and Emily Hurst; brother

of Olive Hurst, of Abington, and of Evelyn (wife of Daniel Edward) O'Connell, of Brockton. Farmer.

***John Joseph Mahoney**, Private, killed in action Oct. 5, 1918, (at the Ravine de Charlevaux). Enl. Feb. 25, 1918, 151 D. B.; trans. March 16 to Co. E, 306 Inf. 77 Div. Overseas, April 13, 1918.

John Joseph Mahoney was born March 17, 1890, at Droumgunna, Ross Carberry, County Cork, Ireland, son of Dennis and Julia (Fitzpatrick) Mahoney; brother of Nellie, Dennis, Julia, Margaret and Timothy Mahoney, all of Ross Carberry, County Cork, Ireland; Mrs. Nora M. Egan, of Holbrook, and Katherine E. Mahoney, of Rockland. He was a motorman and had resided in Massachusetts four years.

Joseph Dennis Telesphore Martin, Jr., Fireman 3 Class, U. S. N.; died Oct. 21, 1918, of influenza at Naval Hospital, Philadelphia, Pa. Enl. June 23, 1917, assigned to Naval Tng. Station, Newport, R. I.; trans. Sept. 4, to Rec. Ship at Boston; Dec. 8 to U. S. S. "Mars" until Oct. 19, 1918.

Joseph Dennis Telesphore Martin was born March 28, 1896, at Abington, son of Joseph Dennis Telesphore (born in Canada) and Annie E. Martin, of Abington; brother of Mrs. Blanche E. Devoe, of Roxbury, Mrs. Eva A. Tucker, Mrs. V. Antoinette Lawson, Leo F. and Noel E. Martin of Abington. He was a shoemaker.

***Charles Edward Murphy**, Private, died Aug. 23, 1918, of wounds received in action. Enl. Sept. 20, 1917, Co. M, 302 Inf., 76 Div.; trans. March 19, 1918, to Co. C, 306 M. G. Bn., 77 Div. Overseas, April 13, 1918.

Charles Edward Murphy was born August 31, 1895, at Abington, son of William J. and Mary Louise (Cunningham) Murphy; brother of William Leon and Fred Lawrence Murphy, all of Abington. He was a heel maker.

***Charles S. Myott** (Alias Charles S. Myers), Private, killed in action July 15, 1918 (near Vaux). Enl. May 28, 1917, Co. K, 5th Inf., Mass. N. G. (Co. K, 101 Inf., 26 Div.). Reported for duty July 25, mustered Aug. 8, 1917. Overseas, Sept. 7, 1917.

Charles S. Myott (alias Charles S. Myers) was born in March, 1895, at Fall River, son of Stephen (born in Canada, died 1921) and Elizabeth (Jolicoeur) Myott; brother of George Myers, of North Abington, Mrs. A. J. Gillingham, of Detroit, Michigan, Mrs. J. St. Peter, of Warren, Rhode Island, George and Walter Myers and Mrs. Adelard Benoit, all of Fall River, and Mrs. B. Partridge. He was a shoemaker.

Myron Franklin Stewart, Private, U. S. M. C.; died Sept. 9, 1918, of pneumonia, at Hingham barracks. Enl. Nov. 21, 1916; April 6, 1917, serving at Key West, Fla.; March 14, 1918, to Hingham.

Myron Franklin Stewart was born March 2, 1889, at West Brookfield, son of Frank A. and Nellie (Stone) Stewart; brother of Mrs. Ida S. Craig, Mrs. Carrie Edna Bacon, Charles H. Stewart, Mrs. Mary Louise Dunphy, Mrs. Irene S. Dwyer and Mrs. Lora S. Mathewson. He married, in 1911, Alice Isabel Coombs. Child: Norman Franklin Stewart. He was a shoemaker.

Harold L. Taylor, Sgt., died Sept. 19, 1918, of pneumonia. Enl. Dec. 15, 1917. R. A., Ret. Det. Unassigned, 312 Inf., Camp Dix; trans. Feb. 12, 1918, to 3d Co., Camp Meigs; May 7 to 308 Butchery Co., Q. M. C. Sergeant Aug. 1, 1918. Overseas, June 10, 1918.

Harold L. Taylor was born in July, 1895, at Stoughton, son of Frank C. and Ada H. (Leonard) Taylor; brother of Frank H., Percy W., Gladys E. and Alden J. and Kenneth C. Taylor, of Abington, and of Henry S. Taylor, of North Abington, and Albert E. Taylor, of Manchester, New Hampshire. He was a butcher.

Shirley Sampson Thayer, Private, died Sept. 22, 1918, of pneumonia at Camp Devens. Enl. July 21, 1918, 151 D. B.; trans. Aug. 16 to Co. C, 35 M. G. Bn., 12 Div.; Sept. 13, to Co. E, 42 Inf., 12 Div.

Shirley Sampson Thayer was born February 22, 1890, at West Duxbury, son of Albert LaForest Thayer, of Whitman, and Lucy Evelyn (Josselyn) (died 1899) Thayer; brother of Frank Merton, Albert Arthur and Ermine Russell Thayer. He was married, in 1917, to Frances Mary Russo, of South Hanson, and was a shoemaker.

George Lewis Whorf, Private, died Nov. 7, 1918, of pneumonia. Enl. May 26, 1918, 152 D. B.; trans. to Co. A, 314 Inf., 79 Div. Overseas, July 8, 1918.

George Lewis Whorf was born December 6, 1889, in Provincetown, son of Josiah G. (died 1911) and Deborah (Chesman) Whorf of Rockland. He married, in 1917, Lucinda Maude Billings, of North Abington. He was a shoemaker.

BRIDGEWATER

***John A. Andrews**, Private, died Sept. 26, 1918, at Base Hospital No. 18, of wounds received in action. Enl. Feb. 26, 1918, 151 D. B., trans. March 22, 1918, to Co. H, 306 Inf., 77 Div. Overseas, April 16, 1918.

John A. Andrews was born October 22, 1888, at Bridgewater, son of Elijah Frank and Mary Frances (Alden) Andrews, of Bridgewater. He was a machinist.

***Louis Carmel Brown**, 1st Lieut., died Oct. 18, 1918 (at Mobile Hosp. 1, Frowerville), of wounds received in action, Oct. 16, at Cunel. Enl. Jan. 5, 1918, E. R. C., commissioned 1st Lieut. June 29, 1918, assigned to Co. A, 610 Engrs.; trans. to Co. D, 7 Engrs., 5 Div. Overseas, June 30, 1918. Credited to Ohio.

Louis Carmel Brown was born March 24, 1886, at Lakewood, Ohio, son of Albert E. and Sarah S. Brown. Massachusetts Agricultural College, 1910. Resident in Bridgewater since 1898.

***Battista Castagnoli**, Private, killed in action, Oct. 21, 1918 (Purvinelle Sector). Enl. Aug. 16, 1917, R. A., 25 Rct. Co., Serv. Inf.; trans. Aug. 21, 1917, to Co. M, 55 Inf., 7 Div.; Feb. 23, 1918, to M. G. Co., 55 Inf., 7 Div. Overseas, Aug. 3, 1918.

Battista Castagnoli was born in September, 1898, at Messa, Italy, son of Giovanni Castagnoli, of Gales Ferry, Connecticut.

***Frederick Walter Cochrane**, Private, killed in action, Oct. 6, 1918, in Meuse-Argonne offensive (north of Esnes). Enl. Mar. 28, 1918, 151 D. B.; trans. May 11, 1918, to Co. M, 58 Inf., 4 Div. Overseas, May 11, 1918.

Frederick Walter Cochrane was born June 12, 1894, at Bridgewater, son of James and Sarah Jane (Crawford) (deceased) Cochrane, (both parents born in Ireland); brother of Mrs. Florence Elizabeth Hodgkinson, of New York City. He was a plumber.

***Joseph Patrick Connor**, Private, killed in action, July 22, 1918, before Le Chasmel, Aisne-Marne offensive. Enl. Sept. 21, 1917, R. A., Co. H, 38 Inf., 3 Div.; trans. Nov. 28, 1917, to Co. C, 9 M. C., Bn., 3 Div.; Feb. 15, 1918, to Co. A, 38 Inf., 3 Div. Overseas, March 25, 1918.

Joseph Patrick Connor was born November 26, 1899, at Manchester, England, son of Joseph A. and Mary G. Connor; brother of John, Mary and Francis Connor, all of Bridgewater. He was a shoemaker and had been a resident of Massachusetts six years.

Charles Houghton Copp, Musician, 2 ch., U. S. N., died Sept. 25, 1918, of pneumonia, at Naval Hospital, Newport, R. I. Enl. June 20, 1918, U. S. N. R. T., served as musician, 2 class, 97 days; Naval Tng. Station, Newport, R. I., July 22, 1918-Sept. 18, 1918, thence to Naval Hospital, Newport, R. I.

Charles Houghton Copp was born May 8, 1897, at Lynn, son of Arthur E. and May M. (Hutchinson) Copp; brother of Orrin G., Arthur A., Harvey H. and Edgar L. Copp, all of Bridgewater. He was a clerk, and a member of the Bridgewater High School Class of 1917.

***Martin H. Doolan**, Sergt., died Nov. 4, 1918, of wounds received in action, in the Meuse-Argonne offensive (in the vicinity of Thiacourt). Enl. July 15, 1918, R. A., Co. E, 56 Inf., 7 Div. Corporal, Dec. 18, 1917; sergt, June 15, 1918. Overseas, Aug. 3, 1918. Gassed, Oct. 31, 1918.

Martin H. Doolan was born in February, 1890, in County Meade, Ireland. The Bridgewater town report gives the name as Martin Dolan, born in New York City, and gassed October 31, 1918. Town report of 1921, page 141.

***Ernest Joseph Ferranti**, Private, U. S. M. C., killed in action, June 11, 1918 (Belleau Woods). Enl. Dec. 18, 1917, U. S. M. C., Parris Id., S. C.; trans. Feb. 24, 1918, to Quantico, Va.; Apr. 20, 1918, to 51 Co., 5 Regt., 2nd Div. Overseas, March 27, 1918.

Ernest Joseph Ferranti was born February 12, 1899, at Bridgewater, son of Frank and Rose L. Ferranti; brother of Nellie M., Louise S., Albert L., and Ralph Ferranti, all of West Bridgewater. He was a student at the Westworth Institute in Boston.

Antonio Ferrini, Private, died Oct. 19, 1918, of pneumonia. Enl. Apr. 25, 1918, 151 D. B.; trans. May 25, 1918, Co. D, 301 Am. Tr., 76 Div. Overseas, July 14, 1918.

Antonio Ferrini was born in February, 1895, at Goriano, Sicoli, Italy, son of Domenico and Angelina Ferrini; brother of Eligil, Laura, Donato, Mrs. Concetta De Santes, and Mrs. Marie Balducci, all of Goriano, Sicoli, Province of Aquila, Italy; Mrs. Lucia (Ferrini) Caruse, of Cleveland, Ohio, Guiseppe and Pasquale Ferrini, both of Brockton. He was a laborer and had been a resident in Massachusetts five years.

Francis Leo Gorey, Private, died March 11, 1919, of pneumonia (at Base Hos-

pital, Nantes). Enl. May 29, 1918, 25 Rect. Co., Gen. Serv. Inf., Ft. Slocum; trans. June 4, to Btry. B, 2nd Bn., F. A., Repl. Dft., Camp Jackson; July 10, to 3 Btry., Light F. A., July, Auto Repl. Dft.; Aug. 11, to 2 Trench Mortar Btry., 2 Div. Overseas, July 22, 1918.

Francis Leo Gorey was born March 27, 1891, at Falmouth, son of Mark (deceased) and Mary (Conroy) Gorey (both born in Ireland), of Bridgewater. He was a shoemaker.

***Bruno Koch**, Private, killed in action, June 6, 1918, in the Bois de Clerembants. Enl. July 19, 1917, R. A., Co. K, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Bruno Koch was born in May, 1897, at Vilna, Russia; brother of Charles Koch, of Passaic, New Jersey.

***William Henry McAnagh**, Private, killed in action, Oct. 25, 1918 (Belleau Bois). Enl. July 17, reported for duty, July 25, mustered Aug. 9, 1917, Co. M, 5 Inf., Mass. N. G. (Co. M, 101 Inf., 26 Div.). Overseas, Sept. 7, 1917.

William Henry McAnagh was born November 10, 1894, at West Bridgewater, son of Edward H. and Mary J. (Hayes) McAnagh; brother of Edward L. and Alice McAnagh, of Bridgewater. Shoemaker.

***Thomas George McCauley**, Corporal, killed in action, Oct. 14, 1918 (near Romagne, in Bois de Rappes). Enl. Sept. 20, 1917, Co. L, 302 Inf., 76 Div.; trans. to Co. M, 61 Inf., 5 Div. Overseas, April 16, 1918.

Thomas George McCauley was born June 21, 1892, in New York City, son of Thomas (born in Ireland, died in 1913) and Emily (Duckfield) (born in England, died in 1911) McCauley; brother of William Philip McCauley, of Rockland, and Mrs. Emily Beatrice Duntley and Mrs. Mary Gertrude Anson, both of East Bridgewater. He was a clerk. Resident in Massachusetts twelve years.

***James Anthony Oliver**, Private, killed in action, July 20, 1918 (at Belleau Wood). Enl. July 20, 1918, 151 D. B.; trans. Oct. 12, to Btry. D, 1st F. A.; Maine Hvy. F. A.; Nov. 14, to 1 Provisional Casuals; Jan. 26, 1918, to Co. E, 104 Inf., 26 Div. Overseas, Dec. 8, 1917.

James Anthony Oliver was born April 19, 1890, at Bridgewater, son of James Anthony and Mary (Sasquison) Oliver; brother of Florence M. Oliver, and Mrs. May Torrey, both of Brockton, and of Mrs. Alice Barnbrock, of Chicago, Illinois, and of Thomas W. Oliver, of Bangor, Maine. He was a clerk. Croix de Guerre with gilt star. "He displayed calmness and courage on April 12. Volunteered for counter attack which brought back German prisoners."

Warren Alexander Randall, Private, died Dec. 9, 1918, of influenza, at Montigny le Roi. Enl. April 2, 1917, 10 Co., C. A., Mass. N. G.; trans. Aug. 24, to 3 Co., 101 Amm. Tn., 26 Div.; Sept. 21, to Hq. Co., Ord. Dpt., 101 Amm. Tn.; June 25, 1918, to 1 Co., 101 Amm. Tn., to Co. A, 101 Amm. Tn., 26 Div. Overseas, Oct. 3, 1917.

Warren Alexander Randall was born March 12, 1891, at Bridgewater, son of George Warren and Sophie Thomas (Ripley) Randall; brother of Charlotte Austin (wife of Harry Alson) Viets; all of Bridgewater. Mechanic.

Percy Aubrey Soule, Private, killed, Dec. 3, 1918, by accident, at Witteldorf, Germany. Enl. Mar. 28, 1918, 151 D. B.; trans. April 18, to Btry. D, 306 F. A., 77 Div.; trans. Nov. 15, to Btry. E, 17 F. A., 2 Div. Overseas, April 24, 1918.

Percy Aubrey Soule was born April 25, 1895, at Plymouth, son of Aubrey Montford and Mary Louisa (Perry) Soule; brother of Carl Wallace Soule (who served in Co. D and 101st Inf., 26 Div., and was severely wounded) and Russell Lawrence Soule (who served in Btry. B, 33 C. A. C.). Shoemaker.

***Charles P. Willey, Jr.**, Corporal, killed in action, Oct. 14, 1918 (near Exermont). Enl. Aug. 28, 1917, N. A., Hdq. Det. Rct. Depot, Q. M. C., Ft. Slocum; trans. Sept. 6, 1917, to Co. C, 117 Engrs., 42 Div. Corporal, Nov. 1, 1917. Overseas, Oct. 18, 1917.

Charles P. Willey, Jr., was born August 3, 1892, at Richmond, Virginia, son of Charles Phillips and Martha (Clark) Willey; brother of Marjorie E. Willey, and of Nina Mae (wife of Howard) Turner, of Montreal, Province of Quebec, Canada, and Dorothy Bradstreet (wife of Samuel D.) Irwin. Woodworker. Resident of Massachusetts fifteen years.

Frederic Mansur Woods, Sergeant, died Oct. 2, 1918, of pneumonia, at Issendon. Enl. Dec. 15, 1917, R. A., 5 Cas. Co., 3 Motor Mec. Regt.; trans. April 18, 1918, to 17 Co., 3 Motor Mec. Regt.; Sept. 15 to 12 Co., 3 Motor Mec. Regt. Sergeant, April 25, 1918. Overseas, July 9, 1918.

Frederic Mansur Woods was born December 20, 1892, at Orange, son of Harry Leonard and Edith Geneva (Putnam) Woods, of Camphello; brother of Arlene (wife of Loring Quincy) White, of Brockton. He was a student at the Rhode Island State College.

BROCKTON

David Herbert Baker, seaman, U. S. N. R. F., died Sept. 19, 1918, of influenza at Naval Hosp., Chelsea. Enl. Feb. 19, 1918, U. S. N. R. F., landsman, Harvard Radio School, Cambridge, 7-12 Mar., 1918; Naval Tr. Camp, Hingham to Mar. 26, 1918; Naval Tr. Camp, Burkin, Id., to May 9, 1918; trans. same day to Naval Tr. Station, Norfolk, Va.; to U. S. S. "Kearsarge," May 24, 1918; to Naval Hosp., Chelsea, June 30, 1918.

Herbert Loring Baker, Private, died Dec. 9, 1918, of pneumonia, at Camp Houston, Texas. Enl. Feb., 1916, R. A., assigned to 191 Aero Sq.

Bert A. Baldwin, Private, died Sept. 27, 1918, of pneumonia, at Camp Greenleaf, Ga. Enl. Sept. 21, 1917, assigned to 151 D. B.; trans. Sept. 30, 1917, to Hdq. Co., 328 Inf., 82 Div.; Mar. 21, 1918, to Co. A, 328th Inf.; April 12, 1918, to 37 Btry., 10 Tr. Btn., 157 D. B.; June 5, 1918, to Med. Corps, Camp Greenleaf, Ga.; July 2, 1918, to Service Co., Camp Greenleaf, Ga.

Errol William Barnard, Apprentice Seaman, U. S. N., died April 12, 1917, Naval Hospital, Narragansett Bay, of disease. Enl. Feb. 15, 1917. At Naval Hospital, Narragansett Bay, from April 6, 1917.

***Brunon Bichnievicz**, Private, killed in action Oct. 6, 1918 (in the Meuse-Argonne offensive). (Bois de Fays). Enl. April 25, 1918, 151 D. B.; trans. May 24, 1918, to Co. B, 304 Inf., 76 Div.; Aug. 2, 1918, to Co. F, 163 Inf.; Aug. 8, to Co. B, 58 Inf., 4 Div. Overseas, July 8, 1918.

***Nicholas Boccella**, Private, killed in action, Oct. 18, 1918, northeast of Cunel, probably in Bois de Foret. Enl. Dec. 1, 1917, R. A., Co. D, 1 Repl. Regt. Engrs., Washington Barracks, Ga.; trans. to Co. C, 116 Engrs.; trans. to Co. F, 4 Inf., 3 Div. Overseas, Feb. 17, 1918.

Walter James Brewster, Seaman, U. S. N., died Sept. 28, 1918, of influenza at Naval Hospital, Chelsea. Enl. June 24, 1918, U. S. N. R. F., Naval Tr. Camp, Hingham, Aug. 15 to Sept. 3, 1918; Naval Hospital, Chelsea, to death.

Ira Appleton Bryant, Private, died Dec. 31, 1917, of disease at Bordeaux. Enl. April 18, 1917, Troop D, 3 Cavalry. Overseas, Oct. 16, 1917.

***Max Collins Buchanan**, 2 Lieut. Inf., killed in action, May 29, 1918, at Cantigny. Enl. Dec. 12, 1915, R. A., Co. E, 16 Inf. Pro. sergeant. Dis. July 8, 1917, to accept commission. Appointed 2 Lieut. Inf., Temp., July 9, 1917, from R. A. Assigned to 45 Inf., 9 Div.; trans. Aug. 28, 1917, to 28th Inf., 1 Div. Stations: Fort Benjamin Harrison, A. E. F. Overseas, Oct. 31, 1917. "In service 19 years at time of death; first enlistment 1899 from Brockton." D. S. C.: "On May 28-31, 1918, he brilliantly led his platoon in the assault at Cantigny, France; reached his objective, consolidated his position successfully under heavy fire, continually walked up and down his line to instruct and encourage his men, until he was killed by an enemy shell." Cited in G. O. 1, Hqts. I Div.: "For gallantry in action and especially meritorious service."

***Daniel Joseph Buckley**, Private, died at R. C. Hospital 5, Oct. 28, 1918, of wounds received in action. Enl. Sept. 20, 1917, 151 D. B., trans. Sept. 23 to Co. E, 104 Inf., 25 Div. Overseas, Oct. 3, 1917. Playground named in his honor.

Roy Wallace Burns, Fireman, U. S. Coast Guard, killed in action, Sept. 26, 1918, on board Coast Guard Cutter, "Tampa," in Bristol Channel. Enl. Aug. 14, 1917, U. S. N.; assigned to Coast Guard Cutter "Tampa." Served as coal heaver, 1 mo. 2 da.; as fireman 1 year, 10 days. "Engaged 14 months in convoy duty between Gibraltar and English ports."

William Orleanis Burton, Private, died July 2, 1918, of pneumonia. Enl. April 29, 1918, 151 D. B.; trans. May 17, 1918, to Co. E, 367 Inf., 92 Div. Overseas, June 10, 1918.

***Nathaniel Joseph Carlson**, Private, killed in action, Nov. 4, 1918 (near Aches). Enl. April 25, 1918, 151 D. B.; trans. May 25, to Co. D, 302 Inf., 76 Div.; Oct. 15 to Co. A, 307 Inf., 77 Div. Overseas, July 5, 1918.

***Lester George Chandler**, Private, killed in action, Sept. 29, 1918 (vicinity of Apremont). Enl. April 25, 1918, 151 D. B.; trans. May 24, 1918, to Co. D, 301 Inf., 76 Div.; Sept. 13, 1918, to Co. H, 111 Inf., 28 Div. Overseas, July 6, 1918.

William Francis Clish, Private, died Oct. 6, 1918, of pneumonia, at Brockton. Enl. June 26, 1918, 153 D. B.; trans. to Q. M. C., Camp Dix.

Fred H. Cook, Sgt., died April 10, 1918, at Fort Wright, L. I. Enl. Dec. 1, 1912, R. A., 124 Co., C. A. C., Fort Andrews; trans. June 1, 1917, to 7 Co., C. A. C., Ft. H. G. Wright; 4 Co., C. A. C., Fort Wright. (Shot by insane member of his company.)

Leonard Olaf Cushman Collins, Private, died Oct. 5, 1918, of pneumonia, at St. Armand. Enl. June 15, 1918, Co. B, 301 Sup. Tn., 76 Div. Overseas, July 16, 1918.

Ralph Henry Corcoran, Seaman, U. S. N., died April 2, 1918, of pneumonia, at Naval Hospital, Newport, R. I. Enl. Dec. 11, 1917, U. S. N.; Naval Tn. Station, Newport, R. I., Dec. 11, 1917 to Feb. 26, 1918; Mine force detail to April 1, 1918.

Bernard Laurence Davis, Private, died Dec. 5, 1918, of pneumonia. Enl. April 25, 1918, 151 D. B.; trans. to Med. Dept. B. H. 97. Overseas, July 6, 1918.

Charles Alluie Davis, Private, died Oct. 22, 1918, of pneumonia. Enl. April 25, 1918, 21 Co., 6 Tng. Bn., 151 D. B.; trans. May 24, to Co. L, 301 Inf., 76 Div.; July 31, to Co. A, 163 Inf., 41 Div.; Aug. 6 to Co. B, 165 Inf., 42 Div. Overseas, July 6, 1918.

***Victor Edelard Emery**, Corporal, died Oct. 16, 1918, of wounds received in action in the Bois d'Haumont. Previously wounded in St. Mihiel offensive. Enl. Sept. 20, 1917, assigned to 151 D. B.; trans. Sept. 23, 1917, to Co. E, 104 Inf., 26 Div. Corporal, Aug. 3, 1918. Overseas, Oct. 3, 1917.

***George Michael Flynn**, Private, killed in action, June 22, 1918 (near Belleau Wood). Enl. Oct. 4, 1917, assigned to 151 D. B., trans. Feb. 17, 1918 to 3 Co., Rpl. Dft., Cp. Devens; March 23, 1918, to 3 Co., 1 Inf., Tng. Reg., Dep. Div.; April 5, 1918, to M. G. Co., 9 Inf., 2 Div. Overseas, Feb. 27, 1918.

Herbert Joseph Foley, Private, died Jan. 31, 1918, of pneumonia, at Base Hospital, Houston, Texas. Enl. July 28, 1917, Co. F, 11 Inf., 5 Div.; trans. to Unassgd. 5 Trains, Camp Logan, Texas.

Fred Warren Fuller, Sgt., died April 13, 1918, of disease. Enl. Dec. 3, 1917, 151 D. B.; trans. Dec. 10 to 13 Co., 1 Motor Mach. Regt., S. C. Sergeant, Jan. 1, 1918. Overseas, Feb. 10, 1918.

Andrew Vincent Gerko, Corporal, died Dec. 2, 1918, of pneumonia. Enl. Sept. 6, 1917, Co. B, 301 Sup. Train, 76 Div. Corporal, Oct. 17, 1917. Overseas, July 16, 1918.

John Joesh Germanowicz, Private, died April 14, 1918 (accident), at Camp Devens. Enl. Dec. 3, 1917, 151 D. B.; trans. to 3 Co., Q. M. C.

Percy Edward Glenn, Seaman, U. S. N. R. F., died Dec. 14, 1918, of disease, at Brockton. Enl. June 1, 1918, reported for duty June 22, 1918, Naval Tng. Camp, Hingham; trans. Oct. 8 to Bar Harbor, Maine; Oct. 21 to S. P. 1104, Commonwealth Pier, Boston.

Oliver J. Grandmont, Private, died Dec. 22, 1919, of disease, at General Hospital 41, Staten Island, N. Y. Enl. June 26, 1918, 348 Am. Co., 312 Sn. Tn., 87 Div.; trans. to Med. Dept., 161 Sn. Tn. Overseas, Aug. 26, 1918 to March 19, 1919.

***Joseph A. Raymond Guertin**, Sgt., died Oct. 18, 1918, of pneumonia, after being gassed. Enl. June 29, 1898, Co. M, 5 Regt., Mass. Inf., U. S. Vols.; mustered July 1, 1898; mustered out March 31, 1899. Served 10 mos. in Philippines. Enl. June 19, 1916, Co. H, 6 Inf., Ohio N. G. (Co. H, 147 Inf., 37 Div.) Corporal June 19, 1916; Sergeant, April 5, 1917. Served on Mexican Border with Ohio N. G. Overseas, June 22, 1918.

Leo Martin Hannon, Private, died Nov. 4, 1918, of pneumonia (at Fort Hamilton, N. Y.). Enl. July 8, 1918, 15 Co., C. A. C., Fort Hamilton, N. Y.

***Willard Harrison Hasey**, 1st Lieut., killed in action, July 22, 1918, on the Paris-Soissons Road. Appointed 1st Lieut., Inf., Nov. 27, 1917, from Plattsburg, assigned to Co. E, 26 Inf., 1 Div. Overseas, Jan. 15, 1918. Recommended for Croix de Guerre. "Was wounded in May on the Picardy Front near Cantigny. Was cited for bravery in action, also recommended for a captaincy."

Norman Samuel Hobbs, Fireman, 2 Class, U. S. N. R. F., died Feb. 27, 1918, of disease, at Brockton (while on furlough). Enl. Dec. 12, 1917; Feb. 11, 1918, to Rec. Ship at Boston; Feb. 23, 1918, to U. S. S. "Shawmut."

Paul George Johnson, Private, died Sept. 28, 1918, of pneumonia, at Camp Devens. Enl. Sept. 2, 1918, 26 Co., 7 Tng. Bn., 151 D. B.

George Lee Joslyn, Private, died Sept. 27, 1918, of pneumonia, at Camp Devens. Enl. July 22, 1918, 9 Co., 31 Tng. Bn., 151 D. B.

Patrick William Joyce, Private, drowned May 19, 1918. Enl. April 22, 1917, R. A., Co. A, 19 Inf.; trans. June 1, 1917 to Co. A, 57 Inf.; Dec. 4, 1917, to Co. A., 13 M. G. Bn., 5 Div. Overseas, April 16, 1918.

Thomas Judge, Private, died Feb. 7, 1919, of pneumonia. Enl. May 31, 1918, Bty. C, 4 En., 2 Regt., F. A. Repl. Draft; trans. June 17, 1918, to Truck Co. B, 2 Corps, Arty. Park. Wounded in action near St. Mihiel. Overseas, July 10, 1918.

Jacob Julian, Private, died Oct. 2, 1918, of influenza and pneumonia, at Camp Upton. Enl. Sept. 4, 1918, 6 Co., 2 Bn., 152 D. B.

Hugh Francis Keeley, Private, died Oct. 5, 1918, of pneumonia at Camp Jackson. Enl. Aug. 26, 1918, 156 D. B., trans. Sept. 3, to Btry. F, 3 Regt., F. A. Repl. Dft., Camp Jackson.

***William Francis Kelliher**, Private, died Oct. 12, 1918, of wounds received in action (in the Meuse-Argonne offensive). Enl. March 24, 1917, R. A., Co. H, 7 Inf.; trans. June 10 to Co. H, 160 Inf.; Aug. 11 to Co. M, 18 Inf., 1 Div. Gassed July, 1918. Overseas, Oct. 31, 1917. Cited for gallantry in action.

Kenneth Bradford Laird, Private, died Jan. 5, 1919, of pneumonia, in New Haven, Conn. Enl. July 21, 1918, 154 D. B.; trans. Sept. 7, 1918, to Army Med. School, Washington, D. C.; Nov. 18 to Yale Army Lab. School, New Haven.

Walter Lindskog, Private, died April 10, 1918, of pneumonia, at Camp Merritt, N. J. Enl. Sept. 20, 1917, 151 D. B.; trans. to April Repl. Dft., Camp Devens.

William Allen Manchester, Lieut. (jg) U. S. N. R. F.; died Feb. 18, 1918, of disease, in Boston. Appointed Ensign, Feb. 12, 1917; Lieut. (jg), April 30, 1917, assigned to U. S. S. "Jason;" trans. Aug. 25 to U. S. S. "Solace."

***Edward Michael McAvoy**, Private, killed in action, Sept. 26, 1918 (near Malancourt). Enl. May 26, 1918, 152 D. B.; trans. June 22 to Co. M, 314 Inf., 79 Div. Overseas, July 8, 1918.

Ambrose Allen McGee, Private, died Oct. 5, 1918, of pneumonia, at Camp Hospital, 41, A. E. F. Enl. May 29, 1918, at Covington, Ky., 51 Co., 13 Bn., 159 D. B.; trans. June 15 to Co. E, 34 Engrs. Overseas, Aug. 16, 1918.

***Louis A. Minsk**, Private, killed in action, Sept. 12, 1918 (near St. Mihiel). Enl. Dec. 3, 1917, 151 D. B.; trans. Feb. 17, 1918 to 3 Co., Camp Devens Repl. Draft, Camp Merritt; March 23, to 3 Co., 1 Inf. Tng. Regt., Depot Div.; April 5 to Co. E, 9 Inf., 2 Div. Overseas, Feb. 27, 1918.

Fred George Morris, Musician, 3 Class; died Nov. 1, 1918, of disease (at Otisville, N. Y.). Enl. April 29, 1918, R. A., Band of 20 C. A. C.; trans. to Band of 10 C. A. C.

***Arthur Hockin Mortimer**, Private, died May 12, 1919, of wounds received in action, July, 1918, at Chateau Thierry, at Base Hospital, Camp Devens. Enl. March 28, 1918, 151 D. B.; trans. May 1 to Co. D, 58 Inf., 4 Div. Aug. 11 to unassigned Inf. Overseas, May 7, 1918 to Jan. 7, 1919.

Joseph Nadeau, Private, died March 6, 1919, of pneumonia, at Fort Bliss. Enl. May 9, 1918, R. A., 2 Rct. Camp, Fort Bliss; June 24 to Troop B, 5 Cav.

***Edgar F. Nelson**, Private, killed in action Oct. 7, 1918 (at Apremont). Enl. Oct. 4, 1917, 151 D. B.; trans. to Co. D, 328 Inf., 82 Div. Overseas, May 1, 1918. "Nelson volunteered to take a message to the officer in command at the front, but was shot soon after he started."

***Lyndon Chalmar Nelson**, Private, U. S. M. C.; killed in action, June 10, 1918 (in Belleau Wood). Enl. April 20, 1917, assigned to Philadelphia, Pa.; trans. May 1 to Co. A; June 3 to 23 Co., 6 M. G. Bn., 2 Div. Overseas, June 27, 1917. Playground named in his memory.

***John Leo O'Donnell**, Corporal, died Oct. 22, 1918, of wounds received in

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action. Enl. Sept. 21, 1917, 151 D. B.; trans. to Bty. E, 320 F. A., 82 Div. Corporal, June 1, 1918. Overseas, May 19, 1918.

***George Olen**, Private, killed in action, May 28, 1918 (Cantigny Sector). Enl. Feb. 18, 1917, R. A., Co. K, 26 Inf.; trans. July 8, 1917, to M. G. Co., 26 Inf., 1 Div. Overseas, June 14, 1917. Cited for gallantry in action and especially meritorious service.

Harold Francis Owens, Corporal, died Sept. 18, 1918, of pneumonia. Enl. Dec. 15, 1917, R. A., Btry. D, 308 F. A., 78 Div.; trans. April 17, 1918, to 17 Co., 4 Regt., M. Mec.; June 4 to 13 Co., 4 Regt., M. Mec. Corporal, June 25, 1918. Overseas, July 15, 1918.

***Leslie Brandon Parmenter**, Private, killed in action, Oct. 8, 1918 (in the attack on St. Etienne). Enl. Sept. 20, 1917, 151 D. B.; trans. Feb. 17, 1918, to 3 Co., Repl. Draft, Camp Devens; March 23 to 3 Co., 1 Inf. Tng. Regt., Dep. Div.; April 5, to Co. F, 9 Inf., 2 Div. Overseas, Feb. 27, 1918. Playground named in his memory.

Lawrence E. Pierce, 1st Lieut., died Oct. 12, 1918, of disease at Embarkation Hospital, Camp Stuart. Enl. Dec. 9, 1907, R. A., Troop H, 12 Cav.; dis. Dec. 8, 1910; re-enl. Dec. 9, 1910; dis. Dec. 8, 1913; re-enl. Dec. 9, 1913; dis. Dec. 11, 1917, to accept commission. Appointed 2d Lieut., Cav. (Temp), July 12, 1917; 1st Lieut., March 15, 1918; trans. to Co. H, 4 Pioneer Inf. Acting captain at time of death.

James William Pratt, Mess Attendant, 3 Class, U. S. N. R. F.; died May 3, 1919, at Naval Hospital, Newport, R. I. Enl. May 24, 1918; June 7 to Naval Tng. Station, Newport, R. I.; June 13 to Naval Hospital, Newport, R. I.; Aug. 14 to Naval Tng. Station, Newport, R. I.

Stephen Redmond, Private, died Nov. 7, 1918, of pneumonia following influenza, at Portland, Maine. Enl. Oct. 23, 1918, 17 Co., C. A. C., Ft. Williams, Me.

George Alva Reynolds, Seaman, U. S. N. R. F.; died Dec. 21, 1918, of disease, at Chelsea Naval Hospital; Enl. July 17, 1918; assigned July 30 to Naval Tng. Station, Newport, R. I.; Sept. 27 to Rec. Ship at Boston. Enl. Oct. 16, 1917, Co. K, 14 regt., M. S. G., dis. to enroll in U. S. N. R. F.

James Henry Rodenbush (alias James Henry Bush), Fireman, 2d Class, U. S. N.; drowned Aug. 4, 1917, off coast of Ireland. Enl. March 24, 1917, assigned to U. S. S. "Wainwright."

Leroy Edward Rose, Private, died Nov. 6, 1918, of influenza and pneumonia. Enl. Aug. 3, 1917, R. A., Rct. Dep.; Det. Q. M. C., Fort Slocum; trans. Aug. 29 to Wag. Co. 2, Q. M. C., Fort Houston; Oct. 13 to Det. Q. M. C., Fort Houston; May 15, 1918, to School for Bakers and Cooks; June 10, to Q. M. C. Dept.

John Herbert Ryan, Private, died Feb. 25, 1918, of disease. Enl. May 27, 1917, R. A., Co. D, 6 Engrs., 3 Div.; trans. to Hq. Co., 1 Engrs., 1 Div. Overseas, Aug. 7, 1917.

Mellen Bray Shurtleff, Private, died Sept. 28, 1918, of pneumonia, at Camp Devens. Enl. June 24, 1918, 19 Co., 5 Bn., 151 D. B.

Joseph Warren Smith, Private, died Oct. 13, 1918, of pneumonia. Enl. Feb. 14, 1917, R. A., Co. D, 35 Inf., 18 Div.; trans. May 29, to Co. C, 18th Inf., 1 Div. Wounded slightly July 18, 1918. Overseas, June 14, 1917.

Percy Allison Smith, Private, died Oct. 26, 1918, of disease, at Germersheim Hospital, Germany, having been taken a prisoner of war, Oct. 3, 1918, after being wounded. Enl. Oct. 4, 1917, 151 D. B.; trans. March 31, 1918, to April Auto. Repl. Draft, Camp Devens; May 5, to 2 Co., 1 Inf., Tng. Regt., Dep. Div., 1 Corps; May 12, to Co. K, 18 Inf., 1 Div. Overseas, April 19, 1918.

***Joseph Malvern Stoddard**, Private, killed in action, June 16, 1918, in attack on

Bois de la Marette. Enl. July 17, 1917, R. A., Co. K, 49 Inf.; trans. Aug. 17 to Co. K, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Daniel Francis Sullivan, Private, died Sept. 24, 1918, of pneumonia, at Fort Totten. Enl. July 18, 1918, 1 A. A. Bty., C. A. C., Fort Totten.

***John Louis Sweeney**, 1st Lieut., killed in action, Oct. 14, 1918 (north of St. Juvin). Enl. June 4, 1901, Co. H, 27 Inf.; dis. June 3, 1904; re-enl. Nov. 18, 1904; dis. Nov. 17, 1907; re-enl. Jan. 23, 1908; dis. Jan. 22, 1911, as Sergeant, Co. I, 19 Inf.; re-enl. Jan. 23, 1911; dis. Jan. 22, 1914; re-enl. Jan. 23, 1914; dis. Jan. 14, 1917. Appointed 2d Lieut. July 14, 1917; 1st Lieut. Aug. 15, 1917, assigned to Co. A, 306 Inf., 77 Div. Overseas, April 13, 1918. "Recommended for Captaincy which was given him the day he died."

Alfred A. Sylvia, Private, died May 13, 1918, of disease, at Camp Devens. Enl. April 25, 1918, 21 Co., 6 Tng. Bn., 151 D. B.

Arthur Thorniff, Cook, died Nov. 5, 1918, of pneumonia, at Fort Richmond, Va. Enl. May 9, 1918, Troop G, 310 Cav.; trans. Oct. 16, 1918, to Bty. A, 59 F. A., 20 Div. Cook, Nov. 1, 1918.

***Charles Edward Tibbetts**, Private, killed in action, Aug. 4, 1918. Enl. Oct. 4, 1917, 151 D. B.; trans. Nov. 10 to Co. K, 326 Inf., 82 Div. Overseas, April 29, 1918. Awarded Croix de Guerre with gilt star. "Although wounded at the commencement of a raid into the German lines, he nevertheless continued to advance with his men until he attained the designated objective. At the termination of the operations he returned with his detachment into our lines after having captured a certain quantity of enemy material. A model of courage and self-sacrifice, he met a glorious death in going out under an intense bombardment to aid a wounded litter bearer."

Malcolm Leonard Tiley, Sgt., died Oct. 17, 1918, of influenza and pneumonia, at Augusta, Georgia. Enl. Sept. 6, 1917, Co. D, 301 Sup. Train; June 18, 1918, to 30 Co., 3 Group, M. T. D. Corporal, Oct. 17, 1917; Sergeant, Dec. 11, 1917.

***Eugene Trottier**, Corporal, killed in action, Aug. 4, 1918, vicinity of Villesavoye-St. Thibaut. Enl. July 24, 1917, R. A., assigned to Hq. Co., 58 Inf., 4 Div. Overseas, April 30, 1918.

John Roxbury Tucker, Private, died Nov. 13, 1918, of pneumonia, at Angiers, France. Enl. Dec. 12, 1917, R. A., Med. Dept., Coast Def. of Boston, Fort Warren; trans. Dec. 17, 1917, to Off. of Surgeon, Fort Andrews; May 26, 1918, to Med. Dept. 71, C. A. C. Overseas, July 31, 1918.

***Gilbert Madison Walker**, Private, killed in action, July 15, 1918, at junction of Surmelin and Marne rivers, east of Chateau Thierry. Enl. Dec. 15, 1917, 3 Bty., 308 F. A., 78 Div.; trans. Jan. 25 to 12 Co., Motor Mec., Signal Corps; March 23 to Co. G, 38 Inf., 3 Div. Overseas, March 29, 1918. Lt. J. Ganley Hall, R. A. F., killed in combat, Aug. 8, 1918, was nephew of Private Walker.

***John Maynard Walsh**, Private, killed in action, Oct. 27, 1918 (Belleau Bois). Enl. May 21, 1917, Co. D, 5 Inf., Mass. N. G.; reported for duty July 23, mustered Aug. 8, 1917, assigned to Co. D, 101 Inf., 26 Div. Overseas, Sept. 7, 1917. Credited to Plymouth.

Bartholomew John Welch, Private, died Feb. 20, 1920, of disease. Enl. Oct. 4, 1917, 151 D. B.; trans. Nov. 11, 1917, to Co. M, 326 Inf., 82 Div. Casual to death.

Thomas Aloysius Whalen, Cook, died Dec. 2, 1918, of pneumonia. Enl. Sept. 5, 1917, Co. F, 301 Sup. Tn., 76 Div.; trans. April 12 to Co. B, 301 Sup. Train, 76 Div. Overseas, July 16, 1918.

***Assad Yubroody**, Private, killed in action, Oct. 5, 1918, just west of Brioules. Enl. June 6, 1917, R. A., Co. H, 47 Inf., 4 Div.; trans. to Hq. Co., 9 Inf., 2 Div. Overseas, Sept. 7, 1917.

CARVER

***Manuel Arsenault**, Private, died Aug. 29, 1918, at Base Hospital No. 30, of wounds received in action. Enl. July 19, 1917, Co. I, 23d Inf., 2 Div. Overseas, Sept. 7, 1917.

Manuel Arsenault was born in October, 1896, in Prince Edward Island, son of Mrs. Madeline Arsenault, of North Carver.

Joseph Stuart Robinson, Private, died Sept. 25, 1918, of pneumonia, at Syracuse, N. Y. Enl. Sept. 5, 1918, 104 Co., 25 Bn., Gen. Serv. Inf., Syracuse Rct. Camp.

Joseph Stuart Robinson was born February 2, 1887, at Richmond (Alton), Rhode Island, son of Charles Henry and Catherine Lucille (Wilbur) Robinson (Mrs. Joseph S. Gray, 1919). He married Gertrude L. Carnell. Child: Franklin Everett (Joseph Francis Wilbur) Robinson (born 1909). He was a laborer. Resident in Massachusetts ten years.

DUXBURY

Charles W. Boomer was born July 23, 1891, at Hanover, son of Mrs. Mary Boomer, of Duxbury, 1918. Private, died September 25, 1918, of influenza and pneumonia. Enl. Sept. 5, 1918, 164 Co., 25 Bn.

***Louis Ulric Chartier** was born May 4, 1897, at Manchester, New Hampshire, son of Anthony and Angelina (Roy) Chartier. Private, killed in action, July 18, 1918. Enl. Aug. 4, 1911, in Ra. Co. I, 50 Ing.; trans. to Co. L, 23 Inf., 2 Div. Overseas, Sept. 7, 1917. Slightly wounded April 9, 1918.

EAST BRIDGEWATER

***Fred Bates Morse**, Private, U. S. M. C., killed in action, June 6, 1918 (at Bouresches, France). Enl. July 7, 1917, assigned to 107 Co., Philadelphia; trans. Oct. 7, to Quantico, Va.; May 6, 1918, to 139 Co.; May 12, to Repl. Bn., 96 Co. Overseas, Feb. 25, 1918. A. L. Post 91 and square in East Bridgewater named in his memory. His name appears on tablets in the high school and in the Plymouth Trust Company; also on B. U. Memorial.

Fred Bates Morse was born September 1, 1895, at East Bridgewater, son of Edward T. and Hattie Maria (Bates) Morse, of East Bridgewater; brother of Herman Edward Morse, of Akron, Ohio. Bookkeeper at Plymouth County Trust Company in Brockton. A. L. Post 91 and a square in East Bridgewater were named in his memory.

William Henry Pitts, Private, died Jan. 5, 1919, of pneumonia. Enl. April 16, 1918, D. B.; trans. May 15, to Hdqrs. Co., 103 Amm. Trn. Overseas, May 19, 1918.

William Henry Pitts was born in Brockton, son of William and Catherine Agnes (Murphy) Pitts; brother of Mrs. Mildred Byrne. Chauffeur.

HANOVER

***Charles Edwin Cummings**, Private, killed in action, Aug. 4, 1918 (St. Die Sector). Enl. Sept. 20, 1917, Co. L, 102 Inf., 26 Div.; trans. Feb. 2, 1918, to Co. G, 61 Inf., 5 Div. Overseas, April 16, 1918. Josselyn-Cummings Post 149, A. L., at Hanover, named for him and for Leon Webster Josselyn.

Charles Edwin Cummings was born August 23, 1888, at Hanover, son of Edwin (died 1922) and Orrie Anna (Bisbee) Cummings; brother of Mrs. Jennie M. Randlett, Mrs. Effie A. Cobbett, and Mrs. Annie M. Inglis. Boxmaker. Member of Hanover Fire Department, No. 3.

***Leon Webster Josselyn**, Private, killed in action, Sept. 29, 1918, at Wadonville. Enl. May 21, 1917, Co. K, 5 Inf., Mass. N. G. Reported for duty, July 25, mustered Aug. 8, 1917; assigned to Co. K, 101 Inf., 26 Div. Overseas, Sept. 6, 1917. A. L. Post 149, Hanover, named in part honor of him, and a square in Hanover named in his memory.

Leon Webster Josselyn was born June 26, 1892, at West Hanover, son of Lewis and Mabel Webster (Corlew) Josselyn; brother of Clare E., Russell B., Helen C., Irving L., Earle C. Josselyn, Mrs. Mildred L. Rogers, and Mrs. Elva E. Henderson, all of Hanover; Mrs. Gertrude L. Carr, of Wollaston, and of Mrs. Mabelle A. Warren, of Everett. Shoemaker.

James Joseph Levings, Corporal, died Jan. 16, 1919, of pneumonia. Enl. July 21, 1917, R. A., Co. G, 49 Inf.; trans. Mar. 25, 1918, to Co. A, 49 Inf.; corporal, May 25, 1918. Overseas, July 26, 1918.

James Joseph Levings was born in December, 1893, at Pembroke, son of Thomas Levings and Margaret E. (Chusta) Levings; brother of John C. Levings, of Rockland, Mrs. C. A. Howard, of Manchester, New Hampshire, and of Mrs. Mary A. (wife of John T.) Slinger, and William E. Levings, both of Hanover. Employee at a rubber factory.

Lucius Hazard Rice, Yeoman, 1 class, U. S. N. R. F.; died Oct. 13, 1918, of pneumonia, at Royal Victoria Hospital, Montreal, P. Q. Enl. July 1, 1918; July 18, to Naval Overseas Transportation, Boston; Aug. 14, to Naval Overseas Transportation Service, Montreal, Canada.

Lucius Hazard Rice was born July 16, 1897, at Brookline, son of Edwin L. and Margaret (Hazard) Rice. Employee, Southern Pacific Railroad, San Francisco, California.

HANSON

John Abbott, Private, died Feb. 28, 1919, in United States after return from France, of disease. Enl. Oct. 4, 1917, Co. L, 302 Inf.; trans. Nov. 13, 1917, to M. G. Co., 327th Inf., 82nd Div. Overseas, April 29, 1918, to Feb. 3, 1919. Born Jan. 11, 1888, at Montemillette, Italy. Brother to Louis Abbott, of East Dedham. Munitions maker. This name originally may have been Abbate. From registration card it is learned he was a single man, and had declared intention to become a citizen. Inducted Sept. 20, 1917, proceeded to Camp 5, Oct., 1917.

Service record card gave birthplace as Avellino. Qy.: If this name is not Abbate in original, notwithstanding the spelling as Abbott on the draft enrollment.

HINGHAM

Harold Crehan Barrett, Seaman, U. S. N. R. F., died May 13, 1918, of pneumonia, at Hingham. Enl. Sept. 28, 1917, U. S. N. R. F.; assigned Oct. 5, 1917, to Naval Tng. Camp, Bumpkin Island.

Harold Crehan Barrett was born February 10, 1898, at Brooklyn, New York, son of James and Katherine E. (Crehan) (died 1918) Barrett; brother of Francis Barrett, of Hingham. Student. Resident of Massachusetts twenty-one years.

***Alexander Roger Borland**, Corporal, killed in action, Oct. 23, 1918, at the Meuse-Argonne offensive (near Belleau Wood). Enl. May 21, 1917, Co. K, 5 Inf., Mass. N. G. (Co. K, 101 Inf., 26 Div.). Corporal, Aug. 1, 1918. Overseas, Sept. 7, 1917.

Alexander Roger Borland was born August 23, 1896, at Hingham, son of John and Jeannetta (Rogers) (born in Scotland) Borland; brother of James Kenneth and John Stewart Borland, of Hingham; married Harriett E. Smith, of Chelmsford, in 1919. Grocer.

Ernest Campbell, Private, died April 29, 1918, of disease. Enl. April 1, 1917; reported for duty July 25, mustered Aug. 8, 1917, Co. K, 5 Inf., Mass. N. G. (Co. K, 101 Inf., 26 Div.). Overseas, Sept. 7, 1917.

Ernest Campbell was born in February, 1896, at Hingham, son of Colin (born on Prince Edward Island) and Nellie (Callahan) Campbell; brother of Isabel, Kathryn, Herbert, Eliot, and Leslie Campbell, all of Hingham. Carpenter.

William Francis Cavanaugh, ship's cook, U. S. N. R. F., died Oct. 2, 1918, of pneumonia, at sea on U. S. S. "Mongolia." Enl. Dec. 11, 1917, Rec. Ship, Boston, Dec. 29, 1917, to Jan. 4, 1918, when he was sent to Naval Hospital, Chelsea; trans. Feb. 6, 1918, to Rec. Ship, Boston; Feb. 22, 1918, to Naval Training Camp, Pelham Bay Park, N. Y.; April 2, 1918, to Rec. Ship at New York; May 6, 1918, to U. S. S. "Mongolia."

William Francis Cavanaugh was born February 23, 1895, at Hingham, son of Charles T. and Elizabeth F. (Nelson) Cavanaugh (Mrs. John E. Duncan, of Hingham, 1919); brother of Catherine E., Dorothy M., Barbara E. Duncan, all of Hingham. Ammunition worker.

Walter Irving Cross, Private, died Feb. 27, 1919, of pneumonia (at Briey, France). Enl. Jan. 16, 1918, 151 D. B.; trans. Feb. 4, 1918, to Sup. Co. 61 Inf., 5 Div. Overseas, April 16, 1918.

Walter Irving Cross was born November 12, 1893, at Hingham, son of Harry Francis and Susie Frances Cross; brother of Frank Leonard and Charles Sale Cross, all of Hingham. Massachusetts Agricultural College, class of 1917.

Moses Everett Delorey, Private, died Oct. 19, 1918, of pneumonia, at Newport News, Va. Enl. Aug. 13, 1918, Q. M. C., 14 Co., 1 Road Regt., Camp Johns-

ton; trans. Sept. 4, 1918, to M. T. Co. 523, Motor Supply Train 424; Sept. 16, 1918, to Development Co. 1; Sept. 25, 1918, to Q. M. C., Advance Animal Transportation.

Moses Everett Delorey was born November 2, 1885, at Big Tracadie, Antigonish, Nova Scotia, Canada, son of Moses (deceased, 1915) and Mary Elizabeth Delorey (both born at Antigonish, Nova Scotia); brother of Arthur Delorey, of Brookline, Mrs. Ellen Hayward, of Hingham, Mrs. Annie Merritt, of Norwell, and of Mrs. Sophie Orhispo, of Nova Scotia, and of Mrs. Gertrude Boudreau and Alfred Delorey. Chauffeur. Resident in Massachusetts fourteen years.

Maurice Ambrose Linnehan, Electrician 3 Class, Radio, U. S. N. R. F., died Jan. 3, 1919, at Philadelphia, Pa. Enl. Nov. 28, 1917; assigned to Harvard Radio School, Cambridge; trans. May 18, 1918, to Rec. Ship at Philadelphia, Pa.; June 22 to Naval Section Base, Cape May, N. J.; Oct. 14 to District Detail Office, Boston; Oct. 16 to Naval Unit, Amherst College; Oct. 28 to Naval Unit, Yale University, New Haven, Conn.

Maurice Ambrose Linnehan was born July 21, 1889, at Hingham, son of Michael (died 1919) and Margaret (O'Brien) Linnehan (both born in Ireland); brother of John Arthur, Nicholas, Thomas, Joseph P., and Julia E. Linnehan, all of Hingham. Railroad station agent at Neponset.

Edmund Francis Magner, Yeoman, 1 cl., U. S. N. R. F., missing from boat returning with liberty party, Sept. 29, 1918. Enrol. Nov. 12, 1917, as yeoman, 3d cl.; trans. Nov. 14, 1917, from Rec. Ship at Boston to U. S. S. "Salem."

Edmund Francis Magner was born February 16, 1894, at Hingham, son of John J. and Mary E. (Ryan) Magner; brother of Mary G., Margaret A., Kathleen, Walter and Wilmon Magner, of Hingham, and of Mrs. Thomas F. McKenna, of Beverly. Salesman employed in Boston.

James A. Parker, Sgt., died Feb. 11, 1918, of pneumonia. Enl. May 25, 1917, E. R. C.; reported for duty June 25, 1917, Co. F. 4 R engrs.; trans. to Co. F, 14 Engrs. (Ry.) Overseas, July 29, 1917.

James A. Parker was born in February, 1894, at Hartsville, Trousdale County, Tennessee; son of John W. P. and Cynthia (Hall) Parker; brother of Daniel, John, Charles and Mary Parker, all of Gallatin, Tennessee; married Susan E. Maloney. Painter. Resident in Massachusetts about three years. Previous service in U. S. M. C.; located at Hingham.

Coit Seymour Rogers, Storekeeper, 3 class, U. S. N., drowned Dec. 6, 1917, in sinking of U. S. S. "Jacob Jones" by enemy submarine. Enl. June 23, 1917, assigned to U. S. S. "Melville;" trans. June 30, 1917, to U. S. S. "Jacob Jones."

Coit Seymour Rogers was born March 29, 1888, at Hingham, son of Franklin W. (died 1917) and Lillian Vaughan (Crowell) Rogers, of Hingham; brother of Bessie Crowell Rogers, Mark Clifford Rogers, of Alberta, Canada, Theodore Lothrop Rogers, of Newport, Rhode Island, and Paul Franklin Rogers, of Hingham. Sailor.

Albert Andrew Ross, Seaman, U. S. N. R. F., died March 19, 1918, as result of the explosion on U. S. S. "Manley" (150 miles off coast of Ireland.) Enl. June 15, 1917, assigned to Rec. Ship at Boston; trans. Oct. 15, to U. S. S. "Manley." Previous service as seaman on board Scout Cruiser "Birmingham" one enlistment.

Albert Andrew Ross was born May 8, 1890, at South Boston, son of Albert A. (died 1893) and Ella M. (McIntosh) Ross (Mrs. Frederick H. Wellbrock, 1925); brother of Mrs. Lotta M. Chessman, Mrs. Emily L. McKnight, and Mrs. Eva M. Blackwell. Shoeworker. Grandfather, George McIntosh, served in Civil War in Seventh Regiment, M. V. M.

HULL

Thomas Howard, Sergeant, died Oct. 10, 1918, of pneumonia. Enl. June 6, 1918, R. A., 29 Co., C. A. C., Fort Standish; trans. Sept. 2, 1918, to 4 Unit, C. A. C., Sept. Auto Repl. Draft, Boston. Corporal, June 20; Sergeant, Aug. 25, 1918. Overseas, Sept. 23, 1918.

Thomas Howard was born October 18, 1878, at Monroeville, Ohio; brother of Catherine and Richard Howard, of Monroeville, Ohio, and of Mrs. Margaret Collins, of Cleveland, Ohio.

***Frank Sidney Long**, 1st Lieut. Inf.; killed in action, Oct. 5, 1918, at Fleville, "while in command of a battalion and advancing on an entrenched enemy." Appointed Cadet, U. S. Military Academy, June 18, 1914; 2d Lieut., Inf., Aug. 30, 1917; 1st Lieut., March 21, 1918; assigned to Co. D, 7 Inf.; trans. to Co. C, 110th Inf., 28th Division. Overseas, April 6, 1918. "D. S. C. For extraordinary heroism in action near Fleville, Oct. 5, 1918. Having been wounded in the side by shrapnel while caring for wounded men of his platoon, Lt. Long refused to be evacuated, but returned from the dressing station to his command. While withdrawing his platoon to a better position under heavy barrage, he was instantly killed by shell fire. His courage and self-sacrifice furnished a splendid inspiration to his men."

Frank Sidney Long was born August 30, 1895, at Burlington, Iowa, son of Colonel Frank S. and Edith E. (Clarke) Long, of Willimantic, Connecticut, 1927; brother of Charles C. Long and of Mrs. Edith Marie Durr. Battery at Fort Duval, Massachusetts, named in his memory.

***Oscar Smith Mitchell**, Private, killed in action, Aug. 2, 1918 (at Momoyentier.) Enl. Sept. 20, 1917, Co. M, 302 Inf., 76 Div.; trans. Dec. 12 to Hq. Co., 302 Inf., 76 Div.; Feb. 5, 1918, to M. G. Co., 61 Inf., 5 Div. Overseas, April 16, 1918.

Oscar Smith Mitchell was born October 15, 1893, at Hull, son of John L. and Esther H. (Smith) Mitchell (both born on Prince Edward Island); brother of Fred L. Mitchell (died 1921) and of Mrs. Letitia M. (wife of Francis Joseph) Coyle, all of Hull. Married Edna Geraldine Fitzpatrick. Child: John Oscar Mitchell (born 1918), of Medford Hillside. Electrician. A. L. Post 140, Hull, named in his honor.

William Egan Shaw, Chief Machinists' Mate, U. S. N. R. F.; died May 5, 1918, of disease, at Naval Hospital, New York. Enl. June 14, 1917; assigned Aug. 20 to Rec. Ship at Boston; Sept. 15 to U. S. S. "Covington;" March 22, 1918, to Naval Hospital, New York City.

William Egan Shaw was born Jan. 8, 1892, at Somerville, son of

Herbert D. (deceased) and Mary L. (O'Riley) Shaw, of Hull; brother of Florence Mae Shaw. Married, in 1911, Mrs. Estella E. (Wells) Brown (Mrs. H. C. Landers). Chief engineer Electric Light Plant.

KINGSTON

Joseph Benea, Private, died March 18, 1919, of influenza, at Base Hospital 85, A. E. F. Enl. Sept. 20, 1917, Co. C., 302 Inf., 76 Div.; trans. Oct. 4, 1917, to Hdqrs. Co.; Jan. 6, 1918, to Co. M, 308 Inf, 77 Div. Overseas, July 5, 1918.

Joseph Benea was born July 21, 1896, at Cento, Italy, son of Ugo and Benilda (Tassinari) Benea; brother of Carrie, Nimes, Florindo, Peter, Delmo, and Charles Benea, all of North Plymouth, 1917. Chauffeur. Resident in Massachusetts fourteen years.

Adam J. Smith, Private, died Oct. 16, 1918, of influenza, at Syracuse, N. Y. Enl. Sept. 5, 1918, Gen. Serv. Inf., Rct. Camp, Syracuse, N. Y.

Adam J. Smith was born December 14, 1887, at Kingston, son of Adam and Catherine (Volk) Smith (both born in Germany) (both deceased); brother of Mary A., Philip R., and Walter J. Smith, all of North Plymouth, 1919. Carpenter.

LAKEVILLE

***Dickran Diran**, Sergeant, killed in action, Oct. 16, 1918, in the Meuse-Argonne (between St. Georges and St. Juvin). Enl. Oct. 4, 1917, assigned to 151 D. B.; trans. Nov. 10, 1917, to Co. G, 327 Inf., 82 Div. Corporal Dec. 12, 1917; Sergt. July 7, 1918. Overseas, April 25, 1918. Wounded severely Aug. 8, 1918.

Dickran Diran was born in June, 1889, at Erzroom, Armenia; brother of Kelemh Diran, of Wrentham (1917).

MARION

***Benjamin Drew Cushing**, Private; killed in action, Aug. 28, 1918 (near Juvin, Oise-Aisne offensive). Enl. Sept. 21, 1917, Co. B, 301 Egrs., 76 Div.; trans. Feb. 14, 1918, to Co. B., 146 M. G. Bn., 41 Div.; April 18, to Co. C, 120 M. G. Bn., 32. Div. Overseas, March 12, 1918.

Benjamin Drew Cushing was born November 24, 1891, at Marion, son of Caleb and Amy R. (Potter) Cushing; brother of Reuben P., James B., and Alberta B. Cushing, all of Marion. Fisherman.

Kenneth Bruce Gurney, Landsman Electrician, U. S. N., died March 11, 1918, of disease, in New York City. Enl. Dec. 14, 1917, U. S. N., Naval Trng. Sta., Newport, R. I.; trans. Feb. 8, 1918, to Rec. Ship, N. Y.; Feb. 26, 1918, to Naval Hospital, N. Y.

Kenneth Bruce Gurney was born July 2, 1899, at Marion, son of William A. and Hannah Maria (Hammond) Gurney; brother of Elmer A. and Ethel M. Gurney. Mail clerk.

Daniel Higbee Kane, Captain, Q. M. C., died Jan. 7, 1918, at Walter Reed Hospital, D. C. Called into active service May 11, 1917, from O. R. C., assigned to Q. M. C.; stationed at Boston Depot, Q. M. C., to Nov. 1917; trans.

to Tacoma Park, D. C. Com. at Citizens' Plattsburg Training Camp 1916, in O. R. C. Had previous service in N. Y. N. G.

Daniel Higbee Kane was born August 23, 1864, at Quincy, son of Admiral Theodore F. (deceased) and Bessie H. Kane, of Newport, Rhode Island; brother of Colonel S. Porter Kane, U. S. M. G. Married Emma Beryl P. Keith. Children: Richmond Keith, Theodore F., Beryl K. Kane, all of Newport, Rhode Island, and Lieutenant John D. H. Kane (who served in United States Navy).

MARSHFIELD

Arthur C. Leonard, Private, died Nov. 21, 1918, of influenza and pneumonia, in Boston. Enl. Oct. 18, 1918, S. A. T. C. of Boston University.

Arthur C. Leonard was born October 7, 1897, at Elkins, New Hampshire, son of Clarence H. and Annie F. (Neale) Leonard; brother of Morton E., Grace E., Mabel S., and Ruth E. Leonard, all of Marshfield Hills. Student at Boston University.

Edwin Field Sampson, First Lieutenant, M. C., died April 22, 1919, of disease, at Camp Taylor. Called into active service Oct. 15, 1917, as first lieut., M. C., assigned to Med. Dept., 10 Inf., 14 Div.

Edwin Field Sampson was born July 19, 1882, at Newtonville, son of Ezra Winslow (died 1916) and Frances Louise (Field) (died 1915) Sampson; brother of Ethel Vaughan, Alice, Margaret Seymour, Winslow Francis, and Harold Morton Sampson. Harvard S. B., 1906; M. D., 1909. Physician.

MATTAPOISETT

Florence Eastman, Army Nurse, died Oct. 14, 1918, of pneumonia, at Camp Mills, L. I., N. Y. Called into active service as nurse, Dec. 29, 1917. Assigned to Base Hospital, Camp Upton, N. Y.; trans. May 4, 1918, to Camp Mills, L. I., N. Y. A graduate of Morton Hospital, Taunton, she did graduate work at Mass. Gen. Hospital, and while attached to Malden Hospital entered the Red Cross. Later enlisted as an army nurse. Florence Eastman Post 260, A. L., of Mattapoisett, named in her honor. Officially credited to Malden, but belongs to Mattapoisett.

Florence Eastman was born October 9, 1894, at Somerville, daughter of Russell Blanchard and Ada Florence (Atwood) Eastman, of Pocasset; sister of Russell Atwood Eastman. Nurse.

MIDDLEBORO

Harold Robinson Ashley, Private, died Sept. 29, 1918, of pneumonia, at Camp Upton. Enl. Aug. 29, 1918, 7 Co., 152 D. B., Camp Upton.

Harold Robinson Ashley was born August 10, 1887, at North Lakeville, son of Charles E. and Alice (Bump) Ashley. Married Frances Cleveland Douglas (Mrs. Warren L. Chandler, Plymouth). Shoemaker.

***John Francis Glass**, Private, killed in action, Oct. 26, 1918 (near the Bois des

Estrayes). Enl. June 23, 1916; served on Mexican Border with Co. D, 5th Inf., N. G. Reported for duty, July 25, and mustered Aug. 8, 1917; assigned to Co. D, 101 Inf., 26 Div. Wounded Aug. 28, 1918. Overseas, Sept. 7, 1917.

John Francis Glass was born October 5, 1897, at Middleboro, son of John G. Glass, of Middleboro, and Helen Agnes (Reardon) (deceased) Glass. Shoemaker.

William Green, Private, U. S. M. C.; died Dec. 24, 1918, of pneumonia. Enl. April 26, 1917; May 1, 1917, to Co. D; trans. May 19, 1918, to 51 Co.; June 9, 1918, to 67 Co., 5 Regt.; Oct. 5, 1918, to Repl. Bn., via Hospital; Nov. 16, 1918, to 2 Div. Hdqrs.; Dec. 5, 1918, to 67 Co. Overseas, June 27, 1917.

William Green was born December 25, 1898, at Middleboro, son of Mrs. Lena Green; brother of Abraham, Max, and John Green, and of Mrs. Sarah Mascaff, all of Middleboro, and Louis H. Green, of New York City. Butcher.

Isaac Carl Griffin, Private, died Sept. 22, 1918, at Camp Devens, of pneumonia. Enl. June 24, 1918, 151 D. B., Camp Devens.

Isaac Carl Griffin was born January 1, 1892, at Abington, son of George Arthur (deceased) and Christianna (Smith) Griffin (now Mrs. Tripp of Onset 1920); brother of Mrs. Eva M. Joy, of Onset, Annabelle Griffin and Mrs. Viola May Happrick, both of Jamaica Plain, and of Charles Martin Griffin, of Wrentham. Last puller.

Roger Charles Keedwell, Private, died Oct. 31, 1918, of pleurisy. Enl. April 1, 1917, R. A., Troop C, 17 Cavalry; trans. Oct. 1, 1917, to Co. A, 2 M. P.; June 15, 1918, to Co. K, 23 Inf., 2 Div. Overseas, Jan. 8, 1918.

Roger Charles Keedwell was born May 26, 1900, at Middleboro, son of George H. and Annie (Banwell) Keedwell (both born in England); brother of Eugene W. and Kenneth B. Keedwell, Mrs. Cora Ware, and Mrs. Ruby Hathaway, all of Middleboro, Mrs. M. Evelyn Stevens, of Mt. Vernon, New York, Stuart J. Keedwell, of Syracuse, New York, and George H. Keedwell, of Montreal. Electrician.

Daniel McLeod, Seaman, U. S. N. R. F.; died Oct. 1, 1918, at sea, on board U. S. S. "Maine." Enl. April 9, 1918, assigned to Training Station, Newport, R. I.; trans. Aug. 16, to Naval Operating Base, Norfolk, Va.; Aug. 31, to U. S. S. "Maine."

Daniel McLeod was born July 27, 1894, in Boston, son of Colin and Euphemia McLeod (both born at Cape Breton); brother of Mrs. Kate Blair of Truro, Nova Scotia, Mrs. Annie Gammons of Brockton, Mrs. Bessie West of Braintree, and of Peter, George, Delma and Chester McLeod, all of Middleboro. Brakeman, New York, New Haven & Hartford Railroad.

Joseph Meglio, Private, died Oct. 19, 1918, of pneumonia (near Nantillois). Enl. May 27, 1918, 152 D. B.; trans. June 22, to Co. C, 314 Inf., 79 Div. Overseas, July 8, 1918.

Joseph Meglio was born October 16, 1889, at San Bartoline, Italy, son of Mrs. Filomena Meglio, of Bartolomeo in Saldo, Italy. Husband of Rose Meglio. Shoemaker. Resident of Massachusetts four years.

***Simeon Leonard Nickerson**, Sergeant, killed in action, July 23, 1918 (near Epieds). Enl. June 23, 1916, Co. D, 5 Inf., Mass. N. G. Served on Mexican Border. Reported for duty, July 25, mustered Aug. 8, 1917, assigned to Co. D, 101 Inf., 26 Div. Sergeant, Aug. 20, 1917. Overseas, Sept. 17, 1917. D. S. C.: "For extraordinary heroism in action near Epieds, France, July 23, 1918. (With two others) volunteered to cross an open field in front of their company, in order to ascertain the location of enemy machine guns. While engaged in this courageous enterprise they were shot and killed. The heroic self-sacrifice of these three men saved the lives of many of their comrades who would have been killed had the company attempted to make the advance as a whole." Post 64 A. L., Middleboro, named in his honor.

Simeon Leonard Nickerson was born November 24, 1892, at Rochester, son of Allen A. and Mary L. (Snell) Nickerson (both deceased); brother of Horace Elmer Nickerson, of Bridgeport, Connecticut. Shoemaker.

Fred Abram Robinson, Private, died Dec. 6, 1918, of pneumonia. Enl. April 25, 1918, 151 D. B.; trans. May 31, to Hdq. Det., 301 Engrs., 76 Div.; Aug. 19, to Co. E, 301 Engrs. Overseas, July 14, 1918.

Fred Abram Robinson was born in August, 1891, in Nova Scotia, son of Fred A. and Mary E. (LeBlanc) Robinson (both deceased); brother of Joseph Robinson, of Middleboro, Arthur Robinson in Canada, and of Mary and Margaret Robinson, both of Boston. Married Gertrude Susan Salley. Child: Gordon Frederick Robinson (died 1918). Shoemaker. Resident in Massachusetts about eight years.

Harry Morrill Rogers, Private, died Sept. 21, 1918, of influenza and pneumonia, at Middleboro, at home on furlough. Enl. June 24, 1918, 19 Co., 5 Tng. Bn., 151 D. B.

Harry Morrill Rogers was born October 19, 1891, at Middleboro, son of Albert N. and Lizzie L. (Chandler) Rogers. Insurance agent.

***Joseph G. Rose**, Private, killed in action, Sept. 21, 1918, vicinity of St. Benoit. Enl. April 25, 1918, 151 D. B.; trans. May 24, to Co. D, 301 Inf., 76 Div.; trans. July 30, to Co. C, 163 Inf., 41 Div.; Aug. 3, to Co. B, 167 Inf., 42 Div. Overseas, July 6, 1918.

Joseph G. Rose was born May 20, 1890, at Middleboro, son of Manuel G. (of Fayal, Azores Islands), 1919, and Egnos M. (Legros) Rose (both born in Western Islands); brother of Manuel G., Rose, Jr., of Vallejo, California, Antone G. Rose, of Middleboro, and Mrs. Antone Silveira Furtado, of Castello Bronco, Fayal, Azores. Shoe cutter.

Arnold F. Sinclair, Private, died March 17, 1918, of pneumonia. Enl. Sept. 20, 1917, Co. A, 302 Inf., 76 Div.; trans. Feb. 25, 1918, to 401 Teleg. Bn., S. C.

Arnold F. Sinclair was born in October, 1890, at Ellsworth, Maine, son of Charles E. and Nattie L. (Heath) Sinclair (both deceased).

PEMBROKE

Leonard Raymond Turner was born August 24, 1899, at Pembroke, son of Augustus and Lucy (Hunt) (died 1906) Turner, of North Pem-

broke. Fireman. Apprentice seaman, U. S. N., died May 30, 1917, of pneumonia, at Newport Naval Hospital. Enl. April 23, 1917; assigned to Naval Training Station, Newport, R. I.

PLYMOUTH

Lawrence Aloysius Bagnell, Surfman, U. S. Coast Guard, died Oct. 20, 1920, of disease. Enl. Feb. 24, 1915, U. S. N., U. S. Coast Gd., Station No. 30.

Lawrence Aloysius Bagnell was born January 25, 1895, at Plymouth, son of James and Catherine (Donley) Bagnell.

George Francis Barrett, Seaman, U. S. N. R. F., died Oct. 15, 1918, of pneumonia, at Section Base, Bar Harbor, Me. Enl. March 26, 1917, U. S. N. R. F., Naval Tr. Camp, Bumpkin Island, Sept. 24 to Oct. 6, 1917; Section Base, Bar Harbor, Me., Oct. 6, 1917, to death. Served as seaman 557 days.

George Francis Barrett was born January 28, 1892, at Plymouth, son of Michael J. and Mary A. (Horan) Barrett; brother of John Barrett (who served in Btry. D. & 77 F. A.); Arthur Barrett (who served in Chauffeurs Co. No. 1); William Barrett (who served in U. S. N.); Frank, Belle, and Madeline Barrett, of Plymouth. Weaver.

***Joseph Bernardo**, Private, died Oct. 3, 1918, of wounds received in action. Enl. Feb. 26, 1918, 151 D. B.; trans. March 18, 1918, to Btry. B, 306 F. A., 77 Div.; April 5, 1918, to Co. D, 307 Inf., 77 Div. Overseas, April 7, 1918. Severely wounded about Sept. 17, 1918.

Joseph Bernardo was born in December, 1892, at Castel Marone, Italy; brother of Ralph Bernardo, of Plymouth. Severely wounded, about September 17, 1918.

William Clarence Bonney, Private, died Feb. 2, 1918, of disease. Enl. May 28, 1917, Co. D, 5 Mass. N. G., Co. D, 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

William Clarence Bonney was born December 21, 1898, at Middleboro, son of George E. (of Manchester, New Hampshire, formerly of Plympton) and Susan Frances (Raymond) (1919) Bonney; brother of George W. Bonney, of Boston; Mrs. Lillie F. Robbins, of Franklin; Harrison F. Bonney, of Manchester, New Hampshire; Mrs. Ida M. Blaisdell and Mrs. Gary A. Butler, of Brockton, Edward E. Bonney, of Campello, and Mrs. Sadie A. Magoune. Laborer.

***William Robert Cottrell**, Private, killed in action, Oct. 6, 1918, near the Bois de Fays. Enl. March 28, 1918, 151 D. B.; trans. May 1 to Camp Mills; to Co. M, 58 Inf., 4 Div. Overseas, May 10, 1918.

William Robert Cottrell was born in November, 1891, in England, son of Henry and Elizabeth Cottrell; brother of Gladys, Muriel and Horace Cottrell, all of Guiseley, West Leeds, Yorkshire, England; Lizzie and Leslie Cottrell, of Atlantic City, and Christine Cottrell, of Jersey City, New Jersey. Professional Golf Player, Plymouth Country Club.

Harvey Bushnell Davenport, 2 Lieut., A. S., S. G.; died Oct. 4, 1918, of pneumonia at Post Hospital, Hazlehurst, N. Y. Called into active service, Nov. 27, 1917, from O. R. C., to Camp Kelly, Texas; assigned to 355 Aero Sq.

Harvey Bushnell Davenport was born August 2, 1889, at Bennington, Vermont, son of Frank Harry and Ida Mabel (MacDonald) Davenport, and Mrs. Mabel Kelley, both of Troy, New York, and of Ruth Davenport and Mrs. Flora Gherkin, both of Bennington, Vermont. Married Marcia B. Brown, of New York City. Attended Norwich University. Prior service in Vermont National Guards at Bennington, Vermont. Druggist. Resident in Massachusetts six years.

Arthur Ellsworth Doten, Private, killed in action, Oct. 26, 1918 (in or near Bois de Belleau), in the Meuse-Argonne offensive. Enl. Aug. 8, 1917, Co. D, 5 Inf., M. N. G.; Co. D, 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

Arthur Ellsworth Doten was born August 25, 1891, at Plymouth, son of George E. and Ella M. (Bourner) Doten; brother of Everett C., Elmer T., Ralph E., Jerusha H., and Lucy M. Doten, all of Plymouth (1919). Clerk for George Mabbett & Sons Company of Plymouth.

***Walter Allen Eastwood**, Private, killed in action, Oct. 23, 1918, in attack on ridge north of Molleville Ferme. Enl. April 30, 1917, Co. D, 5 Inf., 26 Div. Reported for duty, July 25, 1917, mustered Aug. 6, 1917. Overseas, Sept. 7, 1917.

Walter Allen Eastwood was born in 1896 at Burlington, Vermont, son of Frank and Lemyra Etta Eastwood, of Plymouth, 1919; brother of Myron, Harold, Frank, Jr., S. Edgar, Ruth and Medora Eastwood, and of Mrs. Maud Briggs, all of Plymouth, and of Charles Eastwood, of Lowell, 1919. Pattern weaver, woolen mill. Resident in Massachusetts six years.

Chester Russell Howland, Private, died Nov. 20, 1918, of pneumonia. Enl. May 21, mustered Aug. 8, 1917, Co. D, 5 Inf., Mass. N. G., (Co. D, 101 Inf., 26 Div.) Overseas, Sept. 7, 1917.

Chester Russell Howland was born December 4, 1894, at Plymouth, son of George R. and Emma W. (Peterson) Howland; brother of Doris, Mary C., Alma I., George W. (who served in Co. 8, 73 Inf., 12 Div.), and Loren Howland, all of Plymouth. Baker.

***Leonard B. Langille**, Sergeant, died Nov. 28, 1918, of wounds received in action. Enl. May 15, 1916, Co. D, 5 Inf., Mass. N. G. Served on Mexican Border. Reported for duty July 25, mustered Aug. 8, 1917, assigned to Co. D, 101 Inf., 26 Div. Corporal, Aug. 20, 1917; sergeant, Aug. 16, 1918. Overseas, Sept. 7, 1917.

Leonard B. Langille was born October 24, 1895, at Plymouth, son of Simon P. (born in Nova Scotia) and Lucretia (Briggs) Langille; brother of Elmer B. Langille, of Plymouth. Clerk.

Edward Joseph Lavoie, Seaman, U. S. N. R. F., died Oct. 18, 1918, of pneumonia, at St. Andrew's Hospital, Boston. Enl. March 10, 1918, assigned to Naval Tng. Camp, Hingham; trans. May 7, 1917, to Naval Rifle Range, Wakefield; May 20, to Naval Tng. Camp, Bumpkin Island; June 4, to Section Base, Boothbay Harbor, Me.; July 5, to U. S. S. "Admiral" S. P. 141; Oct. 11, to Naval Sec. Base, Boothbay Harbor, Me.

Edward Joseph Lavoie was born June 24, 1893, at Fall River, son of Elie and Emelie (Dumont) Lavoie; brother of Mrs. Marie Larouche

and Mrs. Eliza Treppanier, both of Fall River; Julia Lavoie, Mrs. Delima Gagnie and Mrs. Emma Bouchard, both of Acton Vale, Province of Quebec, Canada; Elie Lavoie, of Warren, Rhode Island, and Frank Lavoie, of Plymouth. Employee of Plymouth Cordage Company at North Plymouth.

Joseph F. Lawrence, Private, died April 27, 1919, of disease (at Base Hospital, Brest, France). Enl. June 6, 1917, Co. D, 5 Inf., Mass. N. G. (Hq. Co., 101 Inf., 26 Div.); reported for duty July 25, 1917. Mustered Aug. 8, 1917. Wounded slightly about July 6, 1918. Overseas, Sept. 7, 1917. Member of 101st Inf. Band.

Joseph F. Lawrence was born September 26, 1900, at Plymouth, son of Frank J. and Anna Lawrence, of Plymouth (both born in Azores Islands); brother of Lydia, Louise and Frank, Jr., Lawrence, Mrs. Minnie Sears and Mrs. Mary Sanger, all of Plymouth. Laborer for Plymouth Cordage Company. Member of 101st Infantry Band.

William Reed Maybury, 1st Musician, U. S. N. R. F., died January 21, 1919, at Naval Hospital, Brooklyn, N. Y. Enl. March 14, 1918, assigned to Rec. Ship at Boston; trans. May 20 to District Enrolling Office, Boston; May 22 to Rec. Ship at Philadelphia, Pa.; June 29, to U. S. S. "Carola."

William Reed Maybury was born July 12, 1899, at Plymouth, son of Joseph A. and Evelyn M. (Holmes) Maybury, of Plymouth. Grocery clerk. Resident in Massachusetts eighteen years.

***John Harrison Murray**, Private, killed in action Oct. 16, 1918 (near Cote de Chatillon). Enl. May 27, 1918, 152 D. B.; trans. June 21, to Co. D, 303 Inf., 76 Div.; Aug. 5 to Co. I, 162 Inf., 41 Div.; Aug. 28 to Co. E, 167 Inf., 42 Div. Overseas, July 6, 1918.

John Harrison Murray was born April 28, 1895, at Plymouth, son of Patrick R. (born in Ireland, deceased) and Hattie Maria (White) Murray, of Plymouth; brother of Robert H. Murray, of Minot, North Dakota, and Katherine Reynolds Murray, of Plymouth. Salesman, employed in Alberta, Canada.

Llewellyn C. Small, Corporal, died Sept. 19, 1918, of pneumonia. Enl. June 16, 1913, Co. D, 5 Inf., Mass. Vol. Mil., Dis. June 15, 1916. Re-enl. June 26, 1916, Co. D, 5 Inf., Mass. N. G. Served on Mexican Border. Trans. March 30, 1917, to M. G. Co., 6 Inf., Mass. N. G. Reported for duty April 1, mustered April 11, 1917; assigned August 25 to Co. A, 101 M. P., 26 Div. Corporal, April 14, 1917. Overseas, Oct. 9, 1917.

Llewellyn C. Small was born July 18, 1896, at Worcester, son of Herbert C. and Mary Arabella (Day) Small; brother of Marcia Frances (wife of John A.) Currier, of Fitchburg. Electric Wireman.

Samuel J. Smith, Private, died April 8, 1918, accident. Enl. June 14, reported for duty, July 25, mustered Aug. 8, 1917. Co. D, 5 Inf., Mass. N. G. (Co. D, 101 Inf., 26 Div.) Overseas, Sept. 7, 1917.

Samuel J. Smith was born in 1891 in New York City, son of Mrs. Ida Besse Smith, of Plymouth; brother of Eunice (wife of Joseph) Kaiser and Mrs. Sadie Zweigenbaum, both of Plymouth; Flora (wife of Aaron) Rosen and Rae Smith, both of Malden. Laborer, resident in Massachusetts nineteen years.

Horace Delbert Stringer, Private, died Sept. 27, 1918, of pneumonia, at Camp Devens. Enl. July 21, 1918, 151 D. B.; trans. Aug. 3 to Co. I, 73 Inf., 12 Div.

Horace Delbert Stringer was born August 13, 1891, at Carver, son of John Andrew (born on Prince Edward Island) and Bessie (Holmes) Stringer (both deceased); brother of William Stringer and of Mrs. James P. Kennedy of Carver. Married (1917) Cleora Agnes Butters. Child: Jeannette Delberta Stringer. Teamster.

***Joseph William Taylor**, Bugler, died July 19, 1918, of wounds received in action. Enl. June 20, 1917, R. A. 4 Rct. Co., Gen. Serv. Inf.; trans. Aug. 4 to Co. H, 23 Inf., 2 Div. Bugler, March 8, 1918. Overseas, Dec. 13, 1917.

Joseph William Taylor was born in November, 1898, at Providence, Rhode Island, son of James Taylor, of Plymouth, and Sarah (Taylor) Taylor (Mrs. Wilkinson, of Providence, Rhode Island); brother of Herman Taylor and Mrs. Lillian M. Manney, of Plymouth. Laborer. Resident in Massachusetts nine years.

Michael Vitti, Private, killed in action about Sept. 29, 1918. Enl. July 19, 1917, Co. M, 12 Inf., N. Y. N. G.; reported for duty July 19, mustered July 22, 1917, assigned Oct. 16 to Co. F, 108 Inf., 27 Div. Overseas, May 17, 1918.

Michael Vitti was born in October, 1898, at Naples, Italy, son of Philip and Conjecta (Girima) Vitti (both born in Italy); brother of Anthony, Dominic, Roy, and Beneditta Vitti, all of Plymouth. Laborer. Resident in Massachusetts thirteen years.

John Maynard Walsh was born June 1, 1893, at Richmond, P. E. I., son of Edward James and Bridget Delia (McDonald) Walsh; brother of Raymond E., Harold James, Joseph P., Basil B., Florence, all of Brockton, and of Mary Edna (wife of Thomas A.) Smith, of Onset, and Thomas P. Walsh, of Bridgeport, Connecticut. Mechanic. Resident in Massachusetts eighteen years.

Chester Warren Ward, Private, died Dec. 11, 1918, of influenza and pneumonia at Plymouth. Enl. Oct. 25, 1918, S. A. T. C., Wentworth Inst.

Chester Warren Ward was born August 9, 1899, at Plymouth, son of Lyman and Caroline M. (Robbins) Ward; brother of Helen L., Esther M. and Caroline M. Ward, all of Plymouth. United States Postal Service.

Gustave T. Wirtzburger, Private, died Sept. 26, 1918, of pneumonia, at Camp Devens. Enl. Sept. 8, 1918, 18 Co., 5 Tng. Bn., 151 D. B.

Gustave T. Wirtzburger was born September 18, 1896, at Plymouth, son of John and Francesca (Moker) Wirtzburger (both born in Germany); brother of Mrs. Annie Lodi and Ida and Mary Wirtzburger, all of Plymouth. Laborer.

PLYMPTON

William Franklin Shaw, Seaman, U. S. N. R. F., died Oct. 15, 1918, of disease, at Naval Base Hospital, No. 5, Brest, France. Enl. March 16, 1918; assigned March 17 to Naval Tng. Camp, Pelham Bay Park, New York City; June 11, to

Federal Rendezvous, Brooklyn, N. Y.; June 21 to Rec. Ship, New York City; July 24, to U. S. S. "Von Steuben;" Sept. 29, to Naval Base Hospital, No. 5, Brest, France.

William Franklin Shaw was born January 22, 1899, at Plympton, son of Gilbert Warren and Helen Esther (Perkins) Shaw; brother of Florence Jeannette (wife of Frank Harrison) Cole, and Winifred Frances (wife of Ebenezer Albert) Shaw, Henry Gilbert (who served in the United States Navy) and Russell Ellis Shaw. Laborer. Schoolhouse at Plympton named in his memory.

Ray Gammons Stevens, Private, died Jan. 18, 1918, of pneumonia, at Camp Devens. Enl. Oct. 4, 1917, Co. G, 302 Inf., 76 Div.

Ray Gammons Stevens was born July 18, 1892, at Plympton, son of Joseph Clark (died 1895) and Alice S. (Holmes) Stevens (Mrs. Vickery, 1925); brother of Freeman Nelson and Ira Holmes Stevens, and of Edna Louise (wife of Norman) Waters, and Jennie Florence (wife of Arthur B.) Waterman. Cooper, employed in Middleboro. Primary school at Plympton named in his memory.

William C. Callahan, Private, died Oct. 10, 1918, of pneumonia. Enl. July 8, 1918, 5 Co., Eastern N. Y., C. A. C.; trans. Sept. 21, 1918, to Btry. D, 6 Anti-Aircraft Btn. Overseas, Sept. 25, 1918.

William C. Callahan was born September 29, 1894, at Rockland, son of Cornelius and Annie (Welch) Callahan; brother of Thomas H., Alice L., and Helen E. Callahan, and of Mrs. Annie M. Deneau, all of Rockland. Shoemaker.

Charles Herbert Corlew, Private, died Jan. 11, 1919, of pneumonia, at Camp Hancock. Enl. July 1, 1918; Tng. Det. Wentworth Inst.; trans. April 28, 1918, to Ord. Dept., Camp Hancock; Dec. 6, 1918, to M. G. Tng. Center.

Charles Herbert Corlew was born December 31, 1887, at West Hanover, son of Francis A. (died 1889) and Mercy Elizabeth (Damon) Corlew, of West Hanover, 1920. Watchmaker.

***Ralph Wilkins Douglas**, Private, killed in action, Sept. 30, 1918, in the Troyon Sector (at Waddonville). Enl. April 4, 1917, Co. K, 5 Inf., M. N. G. (Co. K, 101 Inf., 26 Div.) Overseas, Sept. 7, 1917.

Ralph Wilkins Douglas was born July 25, 1898, at Rockland, son of Frederick F. and Ada P. (White) Douglas; brother of Alfred W. Douglas; all of Rockland (1919). Shoemaker.

***Albert L. Dyer**, Private, killed in action, Sept. 16, 1918 (in the St. Mihiel offensive, near Rembercourt). Enl. Oct. 4, 1917, Co. M, 302 Inf., 76 Div.; trans. to Co. H, 61 Inf., 5 Div. Overseas, April 16, 1918.

Albert L. Dyer was born in June, 1891, in Brockton, son of Mrs. Effie J. Barnes, of Abington. Shoemaker.

***Leo Alexander Ellery**, Private, died Oct. 23, 1918, of wounds received in action in attack on ridge north of Molleville, Ferme. Enl. May 21, 1917, M. N. G., Co. K, 5 Inf., M. N. G. (Co. K, 101 Inf., 26 Div.) Overseas, Sept. 7, 1917. Was one of three men who had a premonition that this was to be their last fight, but refused an opportunity to return to the kitchen on detail. All three were killed.

Leo Alexander Ellery was born March 25, 1893, at Brockton, son of

Alexander Napoleon and Mary Agnes (May) Ellery, of Rockland (1924); brother of Ralph and Lillian Ellery and Mrs. Grace Delano. Shoeworker.

***Ralph L. Felix**, Private, killed in action, Oct. 6, 1918 (near Brioules). Enl. April 25, 1918, 151 D. B.; trans. May 24 to Co. E, 304 Inf., 76 Div.; Aug. 2 to Co. G, 163 Inf., 41 Div.; Aug. 7 to Co. C, 58 Inf., 4 Div. Overseas, July 8, 1918.

Ralph L. Felix was born in March, 1896, at North Brookfield, son of Edmund and Minnie (Murphy) Felix, of Rockland; brother of Earle, Adeline, and Geraldine Felix, all of Rockland. Shoeworker.

Edward Albert Mercer, Lieutenant, U. S. N. R. F., died Jan. 24, 1919, of influenza at Chelsea Naval Hospital. Appointed Lieut. (Prov.) Feb. 5, 1917; Lieut. March 31, 1917. Assigned to U. S. S. "Nero;" trans. Aug. 29, 1918, to duty in connection with "Seneca" as Section Engineer Officer, Shelburne Section; Oct. 26, 1918, as member of General Court Martial Board, Boston Navy Yard.

Edward Albert Mercer was born February 7, 1885, in Boston. Husband of Leona Mercer.

Jane R. Mercer, Nurse, U. S. N. R. F., died Oct. 9, 1918, at Naval Hospital, N. Y. Enl. June 16, 1917, at Portland, Me.; assigned Aug. 7 to Naval Hospital, New York City.

Jane R. Mercer was born May 13, 1899, in Boston, daughter of James (born in England) Mercer, of Rockland, and Mary Mercer. Nurse.

Charles Edward O'Leary, Private, died Aug. 23, 1918, of disease, at Camp Devens. Enl. Sept. 20, 1917, assigned to Co. M, 302 Inf., 76 Div.; trans. to Dept. of Public Utilities, Q. M. C., Camp Devens.

Charles Edward O'Leary was born October 8, 1891, at Rockland, son of John and Mary F. (O'Connell) O'Leary, of Rockland; brother of Arthur E. O'Leary, of Roxbury. Shoeworker.

George Waldron Phillips, Private, died Oct. 7, 1918, of pneumonia, at Syracuse, N. Y. Enl. Aug. 15, 1918, S. A. T. C., Syracuse Univ., Syracuse, N. Y.

George Waldron Phillips was born November 13, 1889, at Rockland, son of George W. (died 1889) and Edith Evelyn (Wheeler) Phillips, of Rockland. Chauffeur.

SCITUATE

Roger Sherman Dix, Cadet, A. S. S. C.; died May 15, 1918, in airplane accident at Le Crotoy, Somme, France. Enl. A. F. S., July 23, 1917; served with it near Verdun until its disbandment October 21, 1917. Enl. Nov. 5, 1917, 3. 4. 5., at Paris, France. Trained at French Bombing School, Le Crotoy, Commissioned second lieutenant, A. S., May 12, 1918. Overseas, July, 1917. Attended Plattsburg Trn. Cp., 1915 and 1916.

Roger Sherman Dix was born December 9, 1896, in Boston, son of Roger Sherman and Louise (Parrish) Dix, of Scituate (1924); brother of Mrs. Marian Whidden. Student, Harvard, class of 1918; prepared at Country Day School. Attended Plattsburg Training Camp, 1915 and 1916.

Dean B. Frye, Wagoner; died May 28, 1918, automobile accident at Montri-

chard, France. Enl. Dec. 14, 1917, E. R. C., in France; assigned to Co. B, Hq. Bn., at Gen. Hdqrs., A. E. F. Wagoner, May 18, 1918. Overseas.

Dean B. Frye was born April 30, 1894, at Scituate, son of Charles William and Amy Frances (Allen) Frye, of Scituate; brother of Ralph B. and Howard O. Frye. Attended Powder Point School.

***John J. Hourihan**, Private, died Oct. 12, 1918, of wounds received in action (near Romagne). Enl. Nov. 8, 1917, at Fort Slocum; assigned to Co. C, 30 Inf., 3 Div.; trans. to Co. D, 9 M. G. Bn., 3 Div. Overseas, April 2, 1918. Credited to New York.

John J. Hourihan was born in Ireland, son of Cornelius and Mary (Donovan) Hourihan; brother of Patrick, Michael, Cornelius, Katie and Annie Hourihan, and of Hannah (wife of John) Healy, of Minot, and Mary (wife of Thomas) Heffernan, of Providence, Rhode Island.

***Fred Wilson Hyland**, Private, died Oct. 23, 1918, of wounds received in action. Enl. May 9, 1918, Tng. Co., 9 M. G., Eng. Dep., Camp Hancock; trans. July 6, 1918, to Co. ?, 101 M. G. Bn., 26 Div. Overseas, June 30, 1918.

Fred Wilson Hyland was born March 1, 1887, at Scituate, son of Charles E. and Lucy A. (Spooner) Hyland; brother of Francis N. and Edgar L. Hyland, all of Scituate. Laborer.

Joseph Morton Jenkins, Machinist Mate, 1 class, Aviation, U. S. N. R. F., died Oct. 19, 1918, of pneumonia, at Naval Hospital, Pensacola, Fla. Enl. Dec. 12, 1917, Naval Tng. Camp, Charleston, S. C.; trans. June 17, 1918, to Rec. Ship at Pensacola; reported for duty April 1, 1918.

Joseph Morton Jenkins was born March 21, 1894, at Scituate, son of Caleb T. and Hannah B. (Bowker) Jenkins; brother of Caleb T., Jr., and Mary F. Jenkins, all of Scituate. Machinist.

Walter Ignatius O'Hern, Seaman, U. S. N. R. F., died Oct. 17, 1918, of pneumonia, at Bar Harbor Hospital, Me. Enl. March 19, 1917; Oct. 3 to Naval Tng. Camp, Bumpkin Island; Oct. 7 to Sect. Base, Bar Harbor, Me.

Walter Ignatius O'Hern was born July 22, 1892, at Scituate, son of Maurice and Mary A. (Buckley) O'Hern; brother of Robert P., Mary F., and Kathleen O'Hern, all of Scituate. Married (1917) Alice Andrea Nolin. Child: Walter A. O'Hern. Plumber.

Theodore Rentrope Prouty, 2 Lieut., Inf., died Oct. 23, 1918, of pneumonia, at Base Hospital 15, Chaumont, France. Called into active service as 2 Lieut., Inf. (from O. R. C.), Aug. 15, 1917; assigned to Co. I, 301 Inf., 76 Div.; trans. to Sec. G, No. 2, G. H. I. Overseas, Jan. 8, 1918.

Theodore Rentrope Prouty was born June 5, 1889, at Brockton, son of Henry R. and Margaret F. (Hetherington) Prouty. Massachusetts Institute of Technology, 1912; Columbia University, 1912-13; Assistant Master, Repton School, Tarrytown, New York.

Paul Sumner Spaulding, 2 Lieut., Inf., died Oct. 24, 1918, of pneumonia, at Base Hospital, Camp Pike. Enl. April 17, 1917, Co. I, 37 Inf. Corporal, Sept. 9, 1917. Trans. May 13, 1918, to 4th Off. Tng. School, Camp MacArthur. Dis. Aug. 25, 1918, to accept commission. Called into active service as 2d Lieut., Inf., from U. S. A., Aug. 26, 1918, assigned to 162 D. B.

Paul Sumner Spaulding was born April 28, 1893, at North Scituate,

son of Albert Day and Elizabeth S. (Brehm) Spaulding. Married (1918) Mildred P. Merrifield. Printer.

***James L. Valleriani**, Private, killed in action, Oct. 27, 1918 (near Breuilles). Enl. Oct. 4, 1917, Co. L, 302 Inf., 76 Div.; trans. to Co. C, 61 Inf., 5 Div. Overseas, April 16, 1918.

James L. Valleriani was born August 2, 1891, at Supino, Rome, Italy, son of Cataldo and Mancini Maria Valleriani, of Supino, Italy; brother of Clementina (wife of Philip) Mariliani and Antonia (wife of Cataldo) Bonami. Gardener. Resident in Massachusetts six years.

WAREHAM

***Dudley Leicester Brown**, Sergeant, U. S. M. C., killed in action, Oct. 8, 1918 (in assault on Blanc Mont Ridge). Enl. May 30, 1917, at Parris Island, S. C., assigned to 83 Co., 6th Regt., Quantico, Va., Aug. 14, 1917; Corporal, Sept. 7, 1917; sergeant, Oct. 19, 1917. Overseas, Nov. 19, 1917. Awarded Croix de Guerre with palm.

Dudley Leicester Brown was born November 7, 1889, at New York, son of Mrs. Marie L. Brown (now Mrs. Marie L. Gibson, of Los Angeles, California). Employee: Adams Express Company, Boston.

Harry Brown Jones, Private, died Feb. 28, 1919, of disease. Enl. May 9, 1918, 5 Co., N. G. Truck Corps; trans. June 1, 1918, to Hq. Co. N. G., Trk. Co.; Sept. 5, 1918, to 31 Co., M. T. Detachment; M. G. Trk. Co.; Sept. 18, 1917, to 6 Prov. Co.; Sept. Auto Repl. Draft. Overseas, Sept. 26, 1918.

Harry Brown Jones was born in August, 1889, at Walpole, son of Charles H. and Mary E. Jones; brother of Leon Y. Jones, Mrs. Lessa B. Parton, all of Wareham, Charles H. Jones, Jr., of New Haven, Connecticut, and Newton E. Jones, of Buzzards Bay.

***Everett W. Leonard**, Bugler, killed in action July 13, 1918 (in woods just west of Belleau Wood). Enl. April 2, 1917, Co. A, 2nd Maine Inf. (Co. A, 103 Inf., 26 Div.) Bugler, Dec. 17, 1917. Overseas, Sept. 27, 1917. Credited to Maine.

Everett W. Leonard was born September 17, 1896, at Wareham, son of Clarence E. and Florence J. Leonard, of Providence, Rhode Island; brother of Elmer C., G. Howard, and Hazel Leonard, and of Mrs. C. Mildred DesRoches, of Providence, Rhode Island, Mrs. Doris Kennedy and William Edgar Leonard, of Wareham, and of Mrs. Marion Trundy. Machinist, employed in Dexter, Maine.

Paul Lebaron Marvelle, Gunner's Mate, 2nd class, U. S. N., lost in storm at sea, Sept. 17, 1918, in the Bay of Biscay, 300 miles off the coast of France, in party of volunteers from U. S. S. "Seneca," who went to the rescue of the torpedoed U. S. S. "Wellington." Enl. Nov. 19, 1914, assigned to U. S. S. "Monterey;" trans. July 30, 1917, to U. S. S. "Chauncey" (on board when this destroyer was sunk by the enemy); Oct. 1 to U. S. S. "Yankton;" Aug. 18, 1918, to U. S. Naval Barracks, Base 9, Gibraltar, Spain; Aug. 21 to U. S. S. "Seneca." (Navy cross and citation for extraordinary bravery and meritorious conduct, posthumous award). Square in Wareham named in his memory; also an avenue in Wareham Central Cemetery. "He was a survivor of the U. S. S. 'Chauncey' when that ship was cut in two and sunk in 1917."

Paul LeBaron Marvelle was born November 17, 1897, at Wareham, son of James Everett Marvelle, of Wareham, and Abbie Warren (Hathaway) (died 1904) Marvelle; brother of Mrs. Elsie Ellsworth (wife of Melville L.) Eldredge, of Northampton, Everett Warren Marvelle (who served as boilermaker, U. S. S. "Sampson"), Clyde Sumner Marvelle (who served as machinist's mate, first class, U. S. S. "Menhaden"), Ward Bent Marvelle (who served as chief gunner's mate, U. S. S. "Nebraska"), and Curtis Alban Marvelle (who served in United States Navy; joined after Armistice). Navy Cross and Citation for extraordinary bravery and meritorious conduct (posthumous award). Mill hand.

WEST BRIDGEWATER

***Robert Harris Barker**, Private, died Aug. 10, 1918, at American Hospital, near Paris, of wounds received in action, July 21-22, 1918, at Soissons, France. Enl. Oct. 1, 1917, Q. M. C., at Soissons, France, to American Mission, M. T. D., Reserve Mallet 17, Nov. 17, 1917; trans. March 13, 1918, to Co. I, 16 Inf., 1 Div. He joined A. D. S. Transport Section No. 184, May 9, 1917, and later as given above enlisted in the Q. M. C. in France.

Robert Harris Barker was born March 20, 1894, at Hanson, son of Albert and Lucy C. (Reynolds) Barker, of West Bridgewater; brother of Albert D. Barker, of Brockton; Marjorie D., Arlene M., and John S. Barker, of West Bridgewater. He joined A. F. S., Transport Section No. 184, May 9, 1917, and later, as given below, enlisted in the Quartermasters' Corps, in France. Rhode Island State College, class of 1918. "Cited in United States Army Orders" (History American Field Service, p. 130). Clerk.

***Clarence Charles Cowell**, Private, killed in action, Oct. 14, 1918 (Meuse-Argonne offensive, near Grand Pré). Enl. Feb. 26, 1918, 151 D. B.; trans. March 16 to Co., 306 Inf., 77 Div.; wounded about Sept. 9, 1918. Overseas, Apr. 6, 1918.

Clarence Charles Cowell was born January 24, 1893, at Brockton, son of Charles Edward and Annie (Poole) Cowell; brother of Mrs. Ethel M. Eburn and Mildred Cowell, all of West Bridgewater. Clerk.

Charles N. Elliot, Corporal, died April 2, 1919, of disease, at Camp Hospital, No. 52. Enl. April 3, 1917, at Auburn, Maine, assigned to 3 Co., C. A. C., Maine N. G.; reported for duty, July 25, 1917; trans. Aug. 24 to Co. G, 101 Engrs., 26 Div. Overseas, Sept. 26, 1917.

Charles N. Elliot was born in 1898, son of William T. Elliot; brother of Mary, Rossie, and Lillian Elliot, all of West Pownal, Maine, and of James Elliot, of Augusta, Maine. Farmer. Resident in Massachusetts about four years.

Frederic Thomas Hobart, Private, died Sept. 26, 1918, of pneumonia. Enl. Dec. 15, 1917, R. A., Btry. B, 3 F. A., 6 Div. Overseas, July 14, 1918.

Frederic Thomas Hobart was born June 17, 1896, at Braintree, son of George U. and Sarah J. (Hollinshead) Hobart, of Braintree.

George Herbert Kingman, Private, died Jan. 1, 1918, of disease, in Paris, while assigned to Bleriot Aeroplane Works to study motors. Enl. Aug. 8, 1917, 94 Aero Serv. Sq. Trained at Kelley Field, San Antonio. Overseas, Oct. 27, 1917.

George Herbert Kingman was born August 17, 1886, at Brockton, son of Morton Alderman and Grace M. (Howard) Kingman, of Campello; brother of Lewis E. Kingman, of Belmont, and Grace M. Kingman, of Campello. Employee: Avon Sole Company, Avon.

***Peter Paul Brown**, Private, killed in action, Aug. 26, 1918 (near Bazoches). Enl. Feb. 25, 1918, 151 D. B.; trans. March 18, to Bty. C, 306 F. A., 77 Div.; April 5 to Co. I, 307 Inf., 77 Div.; April 5 to Co. M, 307 Inf., 77 Div. Overseas, April 7, 1918.

Peter Paul Brown was born in 1897, in Brooklyn, New York, son of Mrs. Annie Brown, of Whitman; brother of John Joseph and Nellie Brown, both of Whitman; and William Roger Brown, of Eastondale. Shoemaker. Resident in Massachusetts eight years.

Leo Joseph Buckley, Seaman, U. S. N. R. F., drowned June 11, 1918. Enl. April 24, 1917, U. S. N. R. F.; Tng. Camp, Bumpkin Island, Sept. 19 to Oct. 7, 1917; Cape Elizabeth Lookout Station, Portland, Maine, to May 13, 1918; U. S. S. "Dixie" S. P. 701. Stationed at Portland, Maine, to June 11, 1918.

Leo Joseph Buckley was born December 19, 1898, at Whitman, son of Bartholomew (born in Ireland) and Nellie Mary (Nolan) Buckley; brother of Mary E., Grace L., George B., Lucy, Leonard, Alice, and Robert Buckley, all of Whitman, and of Mrs. Julia M. Phillips, of Rockland. Shoe operative.

Vernon Kendall Churchill, Private, died of pneumonia, Sept. 28, 1919. Enl. May 10, 1917, R. A., assigned May 24, 1917, M. D., 1 Engrs., 1 Div.; to M. D., 116 Engrs., 41 Div.; May 25, 1918, to M. D., 1 Engrs., 1 Div. Overseas, Aug. 17, 1917.

Vernon Kendall Churchill was born November 9, 1897, at Plymouth, son of Alfred Grovenor and Ada (Phillips) Churchill; brother of Mrs. Helen Mason Chase, all of Brockton. Shoemaker.

Albert Henry Cook, Private, died Sept. 18, 1918, of pneumonia, at Syracuse, N. Y. Enl. (at Rockland) Sept. 5, 1918. Unassigned.

Albert Henry Cook was born March 1, 1889, at Whitman, son of Charles Frederick (died 1916) and Emma Lucy (Rickard) (died 1924) Cook (both deceased); brother of Elmer Frederick Cook (who served as sergeant, Supply Company 323, Quartermasters' Corps); and of Mrs. Mary L. (wife of Charles F.) Studley, and Alice F. (wife of Arthur E.) Taylor, both of Whitman. Machinist.

Robert Lester Hain, Corporal, died Dec. 27, 1918, of pneumonia, at Camp Hosp., No. 11, St. Nazaire. Enl. May 26, 1918, 152 D. B.; trans. June 17, to 4 Cas. Co., Camp Hancock; July 11, to 32 Co., Prov. Ord. Det. Corporal, Dec. 27, 1918. Overseas, July 31, 1918.

Robert Lester Hain was born January 22, 1890, at Reading, Pennsylvania, son of Paris Aulenbach (deceased) and Lydia Elizabeth (Hoffmaster) Hain; brother of Ethel Hain, of Whitman. Assistant

shipper. Resident in Massachusetts twenty-five years. Nevena Avenue, Whitman, on which he lived at entrance into army has been renamed "Robert Avenue" in his memory. Ranchman, Montana, six months each year.

Charles Timothy Hayes, Private, died Sept. 23, 1918, of pneumonia, at Base Hospital, Camp Devens. Enl. Sept. 2, 1918, 7 Co., 2 Btn., 151 D. B.

Charles Timothy Hayes was born December 2, 1896, at Whitman, son of John and Julia (McCarthy) Hayes (both born in Ireland), of Whitman; brother of John F. Hayes, of Brockton, and of Peter J., Mary Ellen, and Catherine J. Hayes, all of Whitman. Shoemaker.

***Warren Haven Joyce**, Private, killed in action, Oct. 24, 1918 (in the attack on Hill 360). Enl. Jan. 16, 1918, 151 D. B.; Feb. 14, to Co. 2, Camp Devens Repl. Draft; trans. March 23 to 2 Co., 1 Inf. Tng. Regt.; April 4, to Co. M, 102 Inf., 26 Div. Overseas, Feb. 27, 1918.

Warren Haven Joyce was born November 18, 1894, at Brockton, son of Abion Lloyd (deceased) and Elizabeth Wiley (Haven) Joyce; brother of Elmer L., George A. Joyce, all of Brockton; Arthur P. Joyce, of Whitman, Mildred A. Joyce, of Laconia, New Hampshire, and Marion Joyce. Leather soles sorter. Member of State Guard, Whitman.

Hezekiah Rufus Lombard, Private, killed in action, Aug. 27, 1918 (at Bazoches, Vesle). Enl. Feb. 25, 1918, 151 D. B.; trans. March 16, 1918, to Co. G, 306 Inf., 77 Div. Overseas, April 16, 1918.

Hezekiah Rufus Lombard was born November 21, 1894, at South Truro, son of Richard S. (deceased 1921) and Margaret E. (Larrett) Lombard; brother of Mrs. Abbie H. (wife of W. C.) Blanchard, and Mrs. Ellen S. Horte, both of Whitman; Mrs. Annie E. Grother, of Roxbury, and Richard S. Lombard, Jr., of Brockton. Salesman, employed in Boston. Avenue named in his memory.

John Duncan Matheson, Seaman, U. S. N., died Oct. 26, 1919, of disease, at Chelsea Naval Hospital. Enl. April 21, 1917, assigned to Naval Tng. Station, Newport, R. I.; trans. June 22, to U. S. S. "Delaware."

John Duncan Matheson was born September 16, 1898, at Whitman, son of Alexander and Margaret (McRae) Matheson (both born in Nova Scotia). N. B. Name spelled Mathewson on V. R.

Raynor Bassett Nye, Private, died Oct. 13, 1917, of disease. Enl. April 26, 1917, R. A. & Med. Det., Fort Totten; trans. June 25, to Camp Hosp., Syracuse, N. Y.; June 26, to Med. Dept., 9 Inf., 2 Div. Overseas, Sept. 7, 1917.

Raynor Bassett Nye was born August 12, 1897, at Whitman, son of Joseph Bassett and Mabel L. (Tyler) Nye; brother of Ruth Frances Nye, of Whitman. Express messenger.

***Martin Richard O'Brien**, Private, killed in action, June 5, 1918, near Chateau Thierry. Enl. July 12, 1917, R. A., assigned to Co. M, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Martin Richard O'Brien was born April 20, 1890, at Whitman, son of John F. (deceased) (born on Prince Edward Island) and Annie D.

(McCarthy) (born in Ireland) O'Brien, of Whitman; brother of Thomas P., Henry and Annie O'Brien, all of Whitman. Married, in 1914, Ethel May Centrebar (deceased 1919). Plumber.

Walter Pease, Seaman, U. S. N. R. F., died Jan. 4, 1919, at Naval Tng. Camp, Hingham. Enl. March 26, 1917; July 27 to Naval Tng. Sta., Bumpkin Island; Oct. 2, to U. S. S. "Daiquiri."

Walter Pease was born April 19, 1884, at Lynn, son of Frank (deceased) and Anna F. (Pierce) Pease (Mrs. Edward F. Perot, of Roxbury, 1919); brother of Mrs. Annie (wife of Manley T.) Robbins. Married (1909) Helen Pratt Barney. Children: George H. Pease (aged nine years) and Russell H. Pease (aged six years) 1919. Shoemaker. Resident in Massachusetts one year.

George H. Simmons, Sergeant, died Feb. 18, 1918, of pneumonia. Enl. Oct. 4, 1917, Co. M, 302 Inf., 76 Div.; trans. Jan. 14, 1918, to 301 Mobile Ord. Repair Shop. Sergeant, Jan. 1, 1918.

George H. Simmons was born January 6, 1890, at Grafton, son of Walter S., and Emma M. (Robinson) Simmons.

***Julian Mozart Southworth**, Private, killed in action, Oct. 16, 1918 (Bois de Rappes, near Cunel). Enl. Oct. 4, 1917, Co. M, 302 Inf., 76 Div.; trans. Feb. 5, 1918, to Co. H, 61 Inf., 5 Div. (Previous service in Co. H, 14 Regt., Mass. State Guard.) Overseas, April 16, 1918.

Julian Mozart Southworth was born September 8, 1889, at South Carver, son of Thomas Mozart (died 1924) and Lucy Ann (Tillson) Southworth; brother of Carl Zurahn Southworth, of Bridgewater; Justin Bieber Southworth, of Whitman, and of Hannah Cobb (wife of Harry) Hawkes and Bathel (wife of Walter) Shaw, both of South Weymouth. Married Mary Perry, of Whitman. Foundryman. American Legion Post, No. 164, Carver, and Julian Grove, South Carver, named in his honor.

***Elwin Sweney**, Corporal, killed in action, Oct. 9, 1918 (in attack on Bois des Ogone). Enl. Sept. 11, 1917, R. A., Co. K, 38 Inf., 3 Div. Corporal, Sept. 22, 1918. Overseas, March 30, 1918.

Elwin Sweney was born July 25, 1898, at Whitman, son of Charles and Elizabeth F. (Brown) Sweney; brother of Walter D. and Roy E. Sweney and Ferna (wife of J. Herbert) Alexander. Caretaker, Plymouth Yacht Club.

Leeson Albion Whiting, Private, died Nov. 28, 1918, of pneumonia, at Toul. Enl. May 30, 1918, Bty. C; 13 Bn., F. A. & Repl. Dep.; trans. to 25 Bty., June Auto Repl. Dft., Camp Jackson, to Bty. B, 18 F. A., 3 Div. Overseas, July 23, 1918.

Leeson Albion Whiting was born February 6, 1891, at Pembroke, son of Leonard Albion (died 1923) and Leonora Thompson (Loring) Whiting, of Whitman; brother of Mrs. Leonora Maude Briggs, of Norwell; and of Mrs. Annie May Rogers, and Mrs. Lottie Blanche Turner, both of Whitman. Shoemaker.

Dwight Clifford Wood, Private, died Sept. 30, 1918, of pneumonia, at Camp Devens. Enl. July 21, 1918, 151 D. B.; trans. Aug. 3 to Co. I, 73 Inf., 12 Div.

Dwight Clifford Wood was born January 8, 1895, at Marlboro, son of John Dwight and Alice Morris Wood; brother of Alice L., Beatrice P., Lucy I., and Norman R. Wood, all of Brockton. Shoemaker.

ABINGTON

***H. Gillespie**, reported "killed in action." (O. C. L. Lowell "Courier Citizen," p. 2, Aug. 7, 1918) probably Harry Gillespie, Private, C. E. F., Kansas City, Mo. Enl. July 25, 1917; served in France, 8 Bn. Killed in action, July 27, 1918.) (Ottawa Records.)

BRIDGEWATER

Ralph Michael Cummings, Lieutenant, R. F. C., killed in aeroplane crash, Jan. 16, 1918, at Fort Worth, Texas. Enl. June 1, 1917. "After going through Victoria College, Toronto, Canada, was appointed instructor and commissioned 2nd Lieutenant at Camp Taliaferro, Fort Worth, Texas."

Ralph Michael Cummings was born December 15, 1895, at Fredericton, New Brunswick, son of Michael J. Cummings, of Framingham, 1927, and Minnie (Landers) (died 1913) Cummings; brother of Arthur Michael Cummings (who served as a lieutenant, Royal Flying Corps). Employed by R. H. Stearns Company, Boston.

***John Henry Webster**, Private, C. E. F., killed in action, July 22, 1918, at Mericourt, France. Enl. Dec. 27, 1917, Co. C, 87 Bn, Can. Inf.

John Henry Webster was born at Taunton, son of Peter C. Webster (born in England).

BROCKTON

***Matthew Joseph Callahan**, Private, died May 14, 1917, of wounds received in action. (Thrice wounded previously.) Enl. Sept. 22, 1914, at Toronto.

Matthew Joseph Callahan was born in 1882, at Burke, New York, son of John (deceased) and Mary A. (Boyle) Callahan; brother of James Callahan, of Brockton. (Brockton Memorial Volume, p. 120.)

***Albert Cross**, C. E. F., reported killed in action. Enl. 1914.

Albert C. Cross was born in 1896 (Canada). Brockton Honor Roll, p. 90. Last heard from in 1916.

***James Joseph Dexter**, Private, killed in action, Sept. 29, 1918 (wounded on Oct. 30, 1917). Enl. Oct. 2, 1917, served in France, 29 Bn.

James Joseph Dexter was born January 12, 1890, at East Boston, son of Daniel and Mary (Brady) Dexter. Married (1915) Minnie Bilo-deau. Shoemaker. (Brockton Honor Roll, p. 29.)

***Thomas Edward Duffy**, "instantly killed" May 16, 1917, in Mericourt Sector, Co. A, Royal Canadian Regiment. Served in U. S. A., 1904-1916.

Thomas Edward Duffy was born August 30, 1878, at Medway, son of Thomas and Margaret (Monahan) Duffy (both deceased); brother of William Duffy, of Brockton. Shoemaker. (Brockton Honor Roll, p. 31.)

***George J. Girouard**, Private, C. E. F., killed in action, June 8, 1918. Enl.

Sept. 22, 1914, 1st Bn. Dis. because of wounds, Feb. 10, 1916. Re-enl. July 28, 1916, 22 Bn. (Wounded April 14, 1917, and May 28, 1918.)

George J. Girouard was born February 14, 1885, at Spencer, son of John B. and Amanda Girouard, of Brockton, 1919. (Brockton Honor Roll and Ottawa War Records.)

***James Joseph Gopsill**, Private, killed in action, Aug. 28, 1918 (near Cherisy). Enl. Oct. 1, 1917; served in France, 24 Bn.

James Joseph Gopsill was born June 3, 1895, at Birmingham, England, son of Arthur and Millicent Annie (Capell) Gopsill. Last maker. Resident in Massachusetts about seven months. Member of First Quebec Regiment, Canadian Black Watch.

***Give Guiseppi**, Italian Army, killed in action. Left Brockton for Italy, Sept. 8, 1915, to join Italian forces. (Brockton Walk-Over War Record, p. 28.)

L. Hillex, reported "killed in action." Ottawa Cas. List. Lynn "Item," May 21, 1917. Ottawa War Recs. cannot identify.

***Louis Steve Miller**, Private, killed in action, May 2, 1917, in France. Enl. Nov. 5, 1915, at Winnipeg, Man. Served 90 Bn., C. E. F., in England, June 8 to Oct. 21, 1916; in France, Oct. 22, 1916, to death.

Louis Steve Miller was born in 1888, at Rockland, son of Louis F. and Julia Agnes (Hyland) Miller. Widower. Three children. Hotel employee: Winnipeg, Manitoba.

***Fred Muggleton**, C. E. F., reported killed in action, April 20, 1918. Enl. soon after opening of war, 1914. Born 1882. Well-known cricket player, member of Brockton and Massachusetts Cricket League clubs. (Boston "Post," May 9, 1918.)

***Donald Francis Saxton**, Gunner, died Jan. 4, 1916, in hospital at Canterbury, England. Enl. Sept., 1915, at Liverpool, 1st Lancashire Regt., R. F. A.

Donald Francis Saxton was born May 26, 1898, at Brockton, son of Patrick Henry (died 1913) and Anne Mary (Harrington) Saxton; brother of Philip Vincent Saxton, of Brockton, Allan J., John J., Marie E., Dorothy A., and Margaret C. Saxton. Shoemaker. (Brockton Honor Roll, p. 77.) Being under age, he enlisted under the name of a cousin, Carl Saxton.

***George Franklin Shoughrow**, Private, C. E. F., died Jan. 23, 1918, at Base Hospital, Derbyshire, England, of wounds received in action. (Twice wounded.) Enl. May 5, 1917, at Windsor, Canada, 241st Bn. of Windsor, Canada, Kilties.

George Franklin Shoughrow was born January 15, 1890, in Boston, son of James Ambrose and Mary Ellen (Dolan) Shoughrow (both deceased); brother of Anna (wife of Joseph P.) Linehan, of Hingham, Mrs. Laura Hefler and James Ambrose Shoughrow. Automobile mechanic, employed in Detroit.

***A. C. Watt**, Corporal, 1 Gordon Highlanders, killed in action in Flanders. Son of Mrs. Elizabeth Watt; a brother in service in 8 Can. Bn. Arty. Fought at Ypres. (Boston "Globe," April 25, 1918, p. 7.)

HANOVER

***Florus Feindell**, Private, C. E. F., killed in action, April 9, 1917, at Vimy Ridge. Enl. March 4, 1916, 112 Bn., Can. Inf.; served in France in 25 Bn.

Florus Feindell was born June 30, 1900, at Hanover, son of Charles E. and Bertha (Corlen) Feindell. ((Father resident of Bridgetown, Anna County, Nova Scotia.) (A. G. L., B. 38, Ottawa War Office Records.)

***W. Lake**, reported "killed in action." O. C. L. Boston "Trans." 23-1918. Ottawa War Office has: Lake, William Howard, of "North Andover," killed in action Nov. 6, 1918. Enl. May 30, 1917; served in France, 85 Bn., but Andover in World War has no mention of him.

HANSON

***Harold O'Brien**, Sapper, C. E. F., died Dec. 6, 1918, of disease, at Birmingham, England. Enl. June 2, 1916, at Ottawa, Ont. Served 1st Const. Bn., Sept. 23 to Oct. 25, 1916, in England. France, Oct. 25, 1916, to death. (Ottawa War Records.)

MARSHFIELD

***T. C. Lawson**, C. E. F., reported "killed in action." Fitchburg "Sentinel," 8-26-18, p. 3.

PLYMOUTH

***Robert Bain**, Private, killed in action, Aug. 8, 1918 (shell), at Villers-Bretonneux. Enl. Jan., 1917, 176 Bn., Canadian Inf.; trans to 164 Bn.; to 116 Bn.

Robert Bain was born May 31, 1897, at Edinburgh, Scotland, son of James and Elizabeth Miller (Crowe) Bain, of Plymouth; brother of Alexander C., Grace T., and Jessie E. Bain. Shell shocked early in April, 1918.

ROCKLAND

***John William Osborne**, Private, C. E. F., died of wounds, Sept. 23, 1918, at Frensham, England. Enl. June 12, 1917, at Fredericton, N. B. Served 236 Bn., England, Aug. 19 to death.

PART II
BARNSTABLE COUNTY

CHAPTER XXXI

APHRODITE OF AMERICAN JURISPRUDENCE

Pilgrims Were First to See American Government With the Eye and Speak With the Tongue of a Prophet—Misconception Regarding Experiment in Communism — Idea of a Written Constitution and Democracy Started in Provincetown Harbor — William Bradford Didn't Choose to Run But Was Elected Thirty-one Times Governor of Plymouth Colony—His Log of the "Mayflower" Lost One Hundred Years, Containing Pilgrim Chronicles Restored by an Anglican Bishop in 1897—A Bit of Real American Literature—House of One of the Pilgrims Who Died the First Winter Destined to be Re-erected in Massachusetts, Although It Was One Hundred Years Old When the Pilgrims Were in Holland.

At the dedication of the Pilgrim Memorial Monument at Provincetown upon the fifth day of August, 1910, Honorable James T. McCleary, Member of Congress from Minnesota, the chairman of the Committee on Library, to which was referred the bill for the Federal Government appropriation in aid of the building fund for that monument, recalled an old story. It had been told in a lecture by Professor John Fiske regarding a banquet held in Paris, France, on July 4, 1863, by a company of Americans, in honor of that famous natal day of the American nation. One of the toasts proposed was "The United States," in which at that time raged a cruel, civil War. Just how Professor Fiske told the story does not matter but the way in which Congressman McCleary repeated it follows:

The toast was probably proposed by a son of New England, exact and scholarly. He said: "Here's to the United States, bounded on the North by the British Possessions, and on the South (and how his voice rang out with faith and courage as he gave this Southern boundary!) by Mexico and the Gulf of Mexico, on the East by the Atlantic, and on the West by the Pacific." And to that toast they drank.

Then up rose another man. He was from farther West, probably from Ohio. He said: "In giving the boundaries of the United States, why not anticipate the future a little? Here's to the United States, bounded on the North by the North Pole, on the South by the South Pole, on the East by the rising of the sun, and on the West by the setting thereof."

Then arose another of the banqueters, a tall chap from one of the prairie States, perhaps from Minnesota, who said: "If we are going to indulge in prophecy, why not see with the eye and speak with the tongue of a prophet? Here's to the United States, bounded on the North by the aurora borealis, on the South by the procession of the equinoxes, on the East by primeval chaos, and on the West by the day of judgment."

The United States will extend from pole to pole and from the rising to the setting of the sun! That result was designed when things were in primeval

chaos, and when it comes it will last until the day of judgment. It will not be the United States of America. God forbid. We have extended to the breaking point already. It will be the United States of the World, modeled after the United States of America, constructed on the two great principles of representation and federation, which our history has shown to be practicable over a vast area.

The banquet story, intended to create a laugh, had something in it of unconquerable patriotism, immensely more important than the fun. It had something of vision and prophecy, and the same line of thought was carried on by Congressman McCleary, who also said that "The world's most valuable secular possession is the Union of the American States. Hundreds of thousands of human lives and thousands of millions of human treasure were given for its preservation, but it is worth to us and to the world infinitely more than it has cost."

We may, with the vision of the prophet, agree with this estimate of one who was not even born under the Stars and Stripes, in his utterance on the high ground looking down on the Harbor of Provincetown in which rode at anchor the "Mayflower" in November, 1620. We may rejoice in our pride in the United States as it now is or dream of its future as we choose, but we cannot, and do not wish, to forget that it began in that same pleasant harbor.

And the stars heard, and the sea,
And the sounding aisles of the dim woods rang,
To the anthem of the free.

On the Pilgrim Memorial Monument referred to appears an inscription, written by the orator of the day, President-emeritus Charles W. Eliot, of Harvard University:

INSCRIPTION UPON THE TABLET

ON NOVEMBER 21, 1620, THE MAYFLOWER, CARRYING 102 PASSENGERS, MEN, WOMEN AND CHILDREN, CAST ANCHOR IN THIS

ON THE SAME DAY THE 41 ADULT MALES IN THE COMPANY
HAD SOLEMNLY COVENANTED AND COMBINED THEMSELVES
TOGETHER "INTO A CIVIL BODY POLITICK."

THIS BODY POLITIC ESTABLISHED AND MAINTAINED ON THE
BLEAK AND BARREN EDGE OF A VAST WILDERNESS A STATE
WITHOUT A KING OR A NOBLE, A CHURCH WITHOUT A BISHOP
OR A PRIEST, A DEMOCRATIC COMMONWEALTH THE MEMBERS
OF WHICH WERE "STRAIGHTEDLY TIED TO ALL CARE OF EACH
OTHER'S GOOD AND OF THE WHOLE BY EVERY ONE."

WITH LONG-SUFFERING DEVOTION AND SOBER RESOLUTION
THEY ILLUSTRATED FOR THE FIRST TIME IN HISTORY THE
PRINCIPLES OF CIVIL AND RELIGIOUS LIBERTY AND THE PRACTICES
OF A GENUINE DEMOCRACY.

THEREFORE THE REMEMBRANCE OF THEM SHALL BE PERPETUAL
IN THE VAST REPUBLIC THAT HAS INHERITED THEIR IDEALS.
HARBOR, 67 DAYS FROM PLYMOUTH, ENGLAND.

During the voyage of the "Mayflower," those who had been sent over by the London Company and who were not in sympathy with the Pilgrims in their religious views, endeavored to sow the seeds of discord and made a rough house of the "Mayflower" in their turbu-agreement that we should combine together in one body, and to submit to such government and governors as we should by common consent agree to make and choose, and set our hands to this that follows, word for word."

ance of faction; it was thought good there should be an association and lence. Winslow made an entry in his journal in which he wrote: "This day, November 11 (Old style) we came to harbour, observing some not well affected to unity and concord, but gave some appear-

He referred to the Compact signed in the cabin of the "Mayflower" of which Young in his "Chronicles" wrote: "Here for the first time in the world's history the philosophical fiction of a social compact was realized in practice." The Compact still exists, in the writing of Governor Bradford, so far as the wording is concerned, but the final disposition of the document itself, with the signatures attached, is a matter of conjecture. The best guess seems to be that it was included with many other records of the Pilgrims in the contents of the County Court House at Plymouth, which early in the nineteenth century, was greatly damaged by fire. This led to a housecleaning and the debris was thrown into the harbor. Presumably the Compact and the original charter, or patent, of the colony was included in the supposedly heap of rubbish which floated out with the tide. The box in which the charter came is, however, still preserved. It is a hundred years too late now to take anyone to task for not keeping the charter in its rightful receptacle.

The Compact was drawn up and signed on the "Mayflower" before any other business was transacted by the Pilgrims. It was, therefore, in Provincetown Harbor that government by the people in America had its first experiences. It was five weeks later that Plymouth Rock was discovered.

Edward Oliver Skelton, of Boston, a member of the New England Historic Society and the Old Planters' Society, published, in 1910, a little book entitled, "The Story of New England," in which he said, referring to the landing of the Pilgrims:

As their eager feet touched first upon that revered granite rock, they gave to it a consecration which will ever more cause it to be looked upon as the most hallowed spot on the Western Continent, for upon that very rock on that very day, there landed—unconsciously—a state free born, full grown, exercising all local, municipal and national functions through the voice of the whole people, and with a perfected plan or mechanism for a perfect representative government,

which was the foundation of the Great Republic of the United States (since amplified as the nation's needs required). There landed that day an independent church, having a direct connection with Christ, as did the Church in the beginning, but without human link or mediation. All this was accorded through the terms of that wonderful compact signed that November night in the darkened cabin of the "Mayflower" by a people who later proved themselves to be peaceful, affectionate, moderate in government, just one to another, strong of courage, and in both men and women inherent refinement, to whom education and noble behavior were a part of their very selves. It is to such people, who, as they progressed, enacted laws, fundamental but mild, which today serve to control, in part, our great country. To them we owe the first law for the ballot, for trial by jury, for registry of lands in public books, of taxation, of the first customs order, and of the first laws ever enacted in the world, relative to an equal distribution of inheritance among their children. It is with such wise beneficence they formed their colony, and it is under that and the beautiful loving shadows that the Pilgrim father and the sweet, tender Pilgrim mother cast upon us that we are living today, honored, based upon those principles, by every nation on the globe.

The "Mayflower" Compact was the foundation of American government, the Aphrodite of American jurisprudence, as it literally arose from the sea, the child of the experiences on the "Mayflower" voyage put into language above the foam of Provincetown Harbor. It was as foundationally and characteristically American as the Ten Commandments delivered by Moses are foundationally the law of every land.

It has many times been stated that the experiment of communism or socialism was grafted on to this plan of government from the first and the result is mentioned explicitly in Governor Bradford's diary. He says: "The experience which was had in this comone course and condition, tried sundrie years, and that amongst godly and sober men, may well evince the vanitie of that conceite of Platos and other ancients, applauded by some of later times;—that ye taking away of propertie, and bringing in comunitie into a comonewealth, would make them happy and flourishing; as if they were wiser than God. For this comunitie (so farr as it was) was found to breed much confusion and discontent, and retard much imployment that would have been to their benefite and comforte. For ye yong-men that were most able and fitte for labour and service did repine that they should spend their time and streingth to worke for other men's wives and children without any recompence. The strong, or man of parts, had no more in devission of victails and cloaths, than he that was weake and not able to doe a quarter ye other could, this was thought injustice. The aged and graver men to be ranked and equalised in labours, and victails, cloaths, etc., with ye meaner and yonger sorte, thought it some indignitie and disrespect unto them. And for men's wives to be commanded to doe service for other men, as dresing their meate, washing their cloaths,

IN YE NAME OF GOD, AMEN.

We whole names are underwritten, the loyal subjects of our dread fovereigne Lord, King James, by ye grace of God, of Great Britaine, France and Ireland, King, defender of ye faith, etc., having undertaken for ye glory of God and advancement of ye Christian faith, and honour of our King and countrie, a voyage to plant ye first Colonie in ye Northerne parts of Virginia, doe by these presents solemnly, and mutually, in ye prefence of God, and of one another, covenant and combine ourselves togeather into a civil body politick for our better ordering and preservation and furtherance of ye end aforesaid, and by vertue hearof to enacte, constitute and frame such just and equal lawes, ordinances, acts, constitutions and offices from time to time, as shall be thought most meete and convenient for ye generall good of ye Colonie, unto which we promise all due submiffion and obedience. In witnes whereof we have hereunder subscribed our names at Cape-Codd ye 11 of November, in ye year of ye raigne of our fovereigne Lord, King James of England, France and Ireland, ye eighteenth, and of Scotland ye fiftie-fourth. Ano Dom. 1620.

1. John Carver,
2. William Bradford,
3. Edward Winslow,
4. William Brewster,
5. Isaac Allerton,
6. Myles Standish,
7. John Alden,
8. Samuel Fuller,
9. Christopher Martin,
10. William Mullins,
11. William White,
12. Richard Warren,
13. John Howland,
14. Stephen Hopkins,

15. Edward Tilley,
16. John Tilley,
17. Francis Cooke,
18. Thomas Rogers,
19. Thomas Tinker,
20. John Rigdale,
21. Edward Fuller,
22. John Turner,
23. Francis Eaton,
24. James Chilton,
25. John Crackston,
26. John Billington,
27. Moses Fletcher,
28. John Goodman,

29. Degory Priest,
30. Thomas Williams,
31. Gilbert Winslow,
32. Edmund Margeson,
33. Peter Brown,
34. Richard Britteridge,
35. George Soule,
36. Richard Clarke,
37. Richard Gardiner,
38. John Allerton,
39. Thomas English,
40. Edward Dotey,
41. Edward Lister,

etc., they deemed it a kind of slavery, neither could many husbands well brook it. . . .

Tributes by Dr. Eliot and Senator Lodge—It must not be inferred that the Pilgrims were communists and held all the property at Plymouth in common, even experimentally. They were pioneers in the practice of industrial coöperation. President-emeritus Charles W. Eliot, of Harvard University, denied this popular misconception concerning the Pilgrims' communism in his address at the dedication of the monument at Provincetown in 1910 when he said the Pilgrims were "self-supporting, industrious people who held the soundest views about private property, on the one hand, and the common duty of productive labor, on the other. They have sometimes been represented as communists and have been supposed to have held all the property at Plymouth in common; but no one who has read with care the Articles of Agreement under which they left Holland and England will continue to entertain such opinions about them. These Articles of Agreement show that the expedition was a coöperative commercial undertaking under the form of a joint stock corporation."

Referring to another speech made at the dedication of the monument, with reference to the Compact signed in the cabin of the "Mayflower," the following interesting facts were recalled by Honorable Henry Cabot Lodge, for many years one of the United States Senators from Massachusetts and a notable historian:

Where we stand today is not one of the famous and historic places on which the foundations of the United States and Canada were laid. These, known of all men, are to be found at Jamestown; in the valley of the St. Lawrence, where the lilies of France were flung to the breeze three centuries ago; at Manhattan, where the Dutch planted their West India Company; on the Delaware, where the Swedes, after an interval of six hundred years, at last carried to a conclusion the voyages of the Vikings; at Plymouth, across the bay, and at Boston and Salem, the seats of the great Puritan migration.

There was no settlement established, no foundation stone of a nation laid here. Yet is this spot perhaps the most memorable of all. Here certain political conceptions, which have affected the belief, the fortunes, and the fate not merely of the American people, but of civilized mankind, were set down on paper and given to the world, a heedless world, which did not note what was done until those who did it had been long mingled with the dust on Burial Hill. Certain thoughts as to government and society were here expressed and recorded one November day, when the darkness settled down early over sand dune and forest, over quiet harbor and restless ocean. There were two or three among the leaders who were men of education and of conspicuous ability, men with empire in their brains, with the "prophetic soul dreaming of things to come," who realized the vastness of the work they were doing. But the company on the "Mayflower" were, for the most part, simple, humble, earnest folk, intent on the duty of the moment. So they gathered in the cabin and drew up the famous Compact, and

set their hands to it, on the lid of Elder Brewster's chest. They are inscribed now in bronze, those names, and what a roll of honor it is! What American would change his descent from one of those men for an unbroken lineage from the proudest baron who followed the Conqueror across the Channel, or for the longest pedigree of Europe? Their descendants are scattered from one end of this broad land to the other, and they have not proved untrue to their ancestry. The blood of a signer of the Compact flows in the veins of the President of the United States, and the noble tradition of the "Mayflower" is worthily sustained by the man who fills that great office and who joins us today in commemorating the act of his ancestor.

What was that act? Only giving adhesion to certain principles set down on paper. That was all; merely the expression of certain thoughts. But it is thought which finally rules the world of men. The temples of Greece are in ruins, but the words of Plato and Aristotle survive and have influenced the thoughts of men and moved the world from that day to this.

Here in this Compact of the "Mayflower" I find two conceptions which seem to me of great significance; both potent factors in history since that November day, two hundred and ninety years ago. Three years since, on the laying of the cornerstone, I spoke of one of them, the idea of an organic law, adopted by all the people, changeable only by the act of all the people, above all other laws, the bulwark and defense of certain rights, and the embodiment of certain other fundamental principles, lying at the root of free government. In this conception we see the origin of the written constitution which has played so great a part in modern history.

The other principle, conspicuous in the Compact, is that of democracy. All the men signed. It was the work of all the people. Here there was nothing new; democratic government was not a novel idea. The very word "democracy" is Greek. But the Compact was an assertion, or rather the reassertion of the democratic principle, at a time when that principle had fallen into disuse and almost wholly faded from the minds of men. Athens was democratic, and so were many other Greek cities. Rome was democratic, and, in theory, the rule was that of the whole people assembled in public meeting. But the democracies of Greece and Rome sank alike into despotisms and fell under the rule of a native tyrant, or a foreign master; they became the subjects either of a mighty emperor or of a petty despot, but the end was the same. The Italian city republics, with democratic forms of an extreme type, followed a like course. They swung from anarchy to despotism and ended as provinces of Spain and Austria, as the appanages of Hapsburgs and Bourbons. During the same period the liberties of the free cities of the North were curtailed and the customs and laws of once independent States were shorn of their power. It was the age of the consolidation of European States, of the rise of unlimited monarchies upon the ruins of feudalism, when the "Mayflower" anchored in yonder bay. Democracy and popular government were well-nigh forgotten words when the Compact embodying both was signed. Slowly the principle spread, almost unnoticed, through the American colonies. A century and a half went by, and then the democracy of the "Mayflower" Compact rose suddenly militant upon a world which did not understand. Its voice was heard in Philadelphia; the beat of its drums broke on the air at Lexington; its first shots rang out at Concord Bridge and at Bunker Hill and democracy won in the new world.

Then came a pause, and then democracy seized on France, its armies swept over Europe, and at last the world understood. After Waterloo, another pause,



SIGNING OF THE COMPACT

IN THE CABIN OF THE MAYFLOWER. 1620

while the Polignacs and Metternichs thought that they could turn back the wheels of time and make the old system flourish where the plowshares of the French Revolution had rent the soil and turned the furrows. It was the vainest of dreams. Even while the Holy Alliance was tightening the chains, Greece rose in arms, and then came democracy once more in France in 1830 and in England in 1832. Another pause, and again the new, popular force broke out in 1848, and from that day to this has gone steadily forward, until now it is known in Russia and China and is acknowledged and powerful in Turkey, Persia, and Japan. It has succeeded marvelously. It has brought great benefits to men; but a perilous future stretches before it, and it has many problems to solve.

It is well to remember, also, that this democracy, recognized in the cabin of the "Mayflower" as the true government for free men, developed one quality wholly lacking in the democracies of Rome and Greece and of the Middle Ages. That quality was the representative principle, in theory and practice, familiar to all English-speaking people, to the Virginian and to the Puritan, as well as to the Pilgrim. But the representation which they knew was that of orders and classes and institutions. Here in America they yoked it to the principle of Government by the people and so produced representative democracy, and that is the democracy which, for a century and a half, has marched on from victory to victory.

In writing history it is hard to get away from the Pilgrims or from the first explorers and adventurers whose beginnings entered into the making of the United States and Canada. Their stories are so fascinating, filled with adventure, human interest and all that goes to make captivating reading, to say nothing of the importance of it all and its significance which lives in the affairs of today as well as yesterday. For the purpose of this history of Plymouth, Barnstable and Norfolk counties, much of the Pilgrim story is told in the part devoted to Plymouth County. Much of it belongs to Barnstable as well as Plymouth County. It was the Indians in what is now Barnstable County who had much to do with keeping the Pilgrims alive after they took up their abode in Plymouth and Pilgrim affairs were as peculiarly of Cape Cod as they were of Plymouth.

In especially flashing Barnstable County on the screen, it is therefore well merely to use the titles and what they suggest without drawing anew the pictures of the Separatist movement, how Henry VIII repudiated the control of the Pope, the accession of Elizabeth, the Separatists in Holland, the effect the execution of Mary Queen of Scots had upon the Separatist movement, the Pilgrims' resolve to leave Holland and emigrate to the New World. Then comes the story of the "Speedwell" and the "Mayflower," the arrangement made with a company of merchant adventurers to furnish funds for the expedition, how ninety took passage in the "Mayflower" and thirty in the "Speedwell" from Southampton, both vessels put in at Dartmouth and again at Plymouth in the south of England for repairs. Eighteen were by that time ready to quit and twelve who originally shipped on the leaky "Speed-

well" were taken on board the already overcrowded "Mayflower," making one hundred and two when the final sailing took place September 16, 1620. Two months at sea, during which Oceanus, a son, was born to Stephen and Elizabeth Hopkins, and one of the seamen and a young lad who had accompanied one of the families as a servant died. A headland loomed up from the sea November 9, and this was the highlands of Cape Cod.

This was so far north of the intended destination that the "Mayflower" turned south and was soon in shoal water with waves breaking, threatening to make a shipwreck of the whole expedition. Captain Joanes turned the prow eastward and was eventually in the harbor of Provincetown, where anchor was dropped November 11, 1620.

There was at this time an anchor rope, at least, which connected the "Mayflower" party with land in a harbor which is described by Edward Winslow in "Mourt's Relation" as "circled round, except in the entrance, which is about four miles over from land to land, compassed about to the sea, with oaks, pines, juniper, sassafras and other sweet woods. It is a harbor wherein a thousand sail of ships may safely ride."

So this then was Cape Cod, on which ancient Norsemen landed in 1004, visited and named Cape Cod by Captain John Smith; also visited by Bartholomew Gosnold and the French explorers prior to the coming of the Pilgrims. Monhegin traders and the notorious Indian kidnapper, Captain Hunt, had been here. So white men were not unknown to the Indians

"When a band of exiles moored their bark,
On the wild New England shore."

Famous Witticisms Founded On Facts—In Provincetown Harbor, the Pilgrims made their first landing, drew up the form of government, cleaned house, did the family washing, looked about them and made plans for the immediate future and the years to come, for those who were to be able to become acclimated. Here the first white child of English parentage saw the light. In the Cape Cod sand were buried the first of the Pilgrims to succumb to the hardships and the severe climate. The first explorations were made, the first New England spring water drank, the first seed corn was obtained and the first meeting with the aborigines took place. It was here that the Pilgrims knelt on the sandy shore and offered thanks for their deliverance from the perils of the sea and asked protection from the perils of the land and success in their undertakings.

In this connection it has been said that "the Pilgrims first fell upon their knees and then upon the aborigines." This witticism was uttered

many years ago by Honorable William M. Evarts. It has been credited to many men in many parts of the country. In an effort to trace the real author, the writer of this history engaged the services of several experts at Washington and in connection with several newspapers. Even Senator George S. Vest, of Missouri, author of the famous tribute to the dog, was credited with the saying, but there is good evidence that Honorable William M. Evarts was the originator of the witticism and, while it was shocking to some people, seems decidedly pardonable and "founded on facts."

There is a stone in the Pilgrim monument at Provincetown which was taken from the churchyard wall of the quaint church dedicated to St. Helen at Austerfield. In this church, March 19, 1589, was baptized William Bradford, destined to become the governor of the Plymouth colony.

William Bradford was born in the village of Austerfield, a few miles distant from Scrooby, the year that Elder Brewster was made postmaster at Scrooby. The church in which he was baptized dates back to the thirteenth century. The church register, in which is recorded the baptism, is still in existence and the record is still legible. Not far from the church is the house, still standing, in which Bradford first saw the light. These connections almost make it seem a matter of recent date when the Scrooby brethren attempted to worship God according to the dictates of their own conscience and James of Scotland passed through the village on his journey to London to accept the crown, after the death of Queen Elizabeth. Regarding the sect in Scrooby, King James said: "I will make them conform or I will harry them out of the land."

William Bradford was annually elected governor of the Plymouth Colony from the death of Governor John Carver in 1621 to his own death in 1657, with the exception of three years when Edward Winslow was governor and two years when Thomas Prentice was governor. Bradford was senior assistant even in those five years. The people chose to elect him thirty-one times, although he was much opposed to such continuous service.

William Bradford wrote his record of the creation of the Governor's Council in 1624, in which he said: "The time of new election of their officers for the year being come, and the number of their people increased, and their troubles and occasions therewith, the Governor desired them to change the persons, as well as to renew the election, and also to add more assistants to the Governor for help and counsel, and the better carrying on of affairs. Showing that it was necessary it should be so. If there was any honor or profit, it was fit others should be partakers of it; if it was a burden (as doubtless it was) it was but

equal others should help to bear it; and that this was the end of annual elections. The issue was, that as before there was but one Assistant, they now chose five, giving the Governor a double voice."

Not only was William Bradford valuable to the colony as governor, but to him we of the present day as well as those who have preceded us and those who will come after, owe a deep debt of gratitude for his services as historian. He began, in 1630, a "History of Plymouth Plantation," and continued it to the year 1648.

When he died in 1657 the manuscript passed to his son, then to his grandson. For many years it was preserved in the historic Bradford House in Kingston, still standing. In 1728 the manuscript was loaned to a Boston clergyman, who kept it in the tower of the Old South Meeting-house, still standing on Washington Street, at the intersection of Milk Street, in Boston.

Two hundred years after the death of Bradford and one hundred years after its whereabouts had become unknown, it was discovered at Fulham, England, in the private library of the Bishop of London. This was in 1855. The bishop refused to part with it and it was in 1897 that Honorable Roger Wolcott, governor of Massachusetts, asked for the return of the manuscript in the name of the Commonwealth of Massachusetts. This formal request was honored and the manuscript was placed in the fireproof vault of the library at the State House, where it can still be seen, in the handwriting of Governor Bradford, the scholar and wise executive. He was indeed a scholar. Finding out about the church of the Separatists when he was twelve years of age, he decided to leave the established church and cast his lot with them, for which he was reproached by his family. He replied: "Were I doing anything wrong, you would have a right to complain. But you know that I am diligent, sober and thrifty. My conscience comes before you, or even life itself. And if I suffer in a good cause, you have no reason to be angry with me, or even sorry for me."

As an old man he took up the study of Hebrew. He tells us: "I have a longing desire to see with my own eyes something of that most ancient language and holy tongue in which the Law and Oracles of God were writ, and in which God and angels spake to the holy patriarchs of old time." He knew Dutch, French, Latin and Greek, and quoted Pliny, Seneca, and Marcus Aurelius. He criticized the practice of Plato's "Republic" as not suitable for the Plymouth Colony.

Concerning the "Mayflower" journey and its perils, Bradford wrote: "But they knew they were pilgrims, and looked not much on those things, but lift up their eyes to the heavens, their dearest country, and quieted their spirits."

Once in the harbor of Provincetown, in which he wrote "they ridd

in saftie," he continued: "But hear I cannot but stay and make pause, and stand half amased at this poore peoples presente condition; and so I thinke will the reader too. Being thus passed the vast ocean and a sea of troubles before in their preparation, they had now no freinds to wellcome them, nor inns to entertaine or refresh their weatherbeaten bodys, no houses or much less townes to repaire too, to seeke for succoure. It is recorded in Scripture as a mercie to the apostle and his shipwrecked company, that the barbarians shewed them no smale kindness, but these savage barbarians, when they mette with them (as will after appeare) were readier to fill their sides full of arrows. And for the season it was winter. Besides, what could they see but a hideous and desolate wilderness, full of wild beasts and wild men? For Summer being done, all things stared upon them with a weatherbeaten face. If they looked behind them, ther was the mighty ocean which they had passed, and was now as a maine barr and goulfe to separate them from all the civill parts of the world. What could now sustaine them but the spirit of God and his grace!"

So we have a pen picture from the hand of one of the Pilgrims, describing how they felt in those weeks before the landing at Plymouth, using the "Mayflower" as a houseboat "wher they ridd in saftie."

Pilgrim's House is Still Coming Over—It was not very long ago that the Pilgrims landed, measured in terms of history. Reading the "History of Plymouth Plantation" written by one of them does not seem far different than reading the diary of one's grandfather. As a matter of fact it was a sort of diary that William Bradford kept. There are many things of the present which link it with the past so closely that three hundred years are easily bridged, to make the atmosphere surrounding the Pilgrims easy for their descendants to breathe, by the use of a moderate amount of imagination and sympathy.

One of the men on the "Mayflower" who signed the Compact was Christopher Martin, about forty years of age. He had at Billericay, County Essex, just outside London, Chantry House, which was recently bought by an unnamed American at a cost of \$50,000. The purchaser announced his intention of carefully taking down the house, transporting it to Massachusetts and reërecting it, exactly as it has stood for centuries in the ancient town of Billericay.

It is said that Christopher Martin was the man who victualled the "Mayflower" for its journey. The ecclesiastical authorities learned of his connection with the Separatists and he fled to Leyden, with his wife, son and servant and all four were later passengers on the "Mayflower."

Chantry House, the sixteenth century home of a Pilgrim, is in-

cluded in the tremendous work of the Royal Commission inventorying the historical monuments of England. It was originally of the central hall type, with north and south wings and a south extension. It is believed to have been built early in the sixteenth century but a floor has since been inserted in the hall and some other modern alterations made. In the work the timber framing was exposed at the south end, and the date 1510 was discovered, from which it is supposed that the house was built in that year, making it more than one hundred years old when the Pilgrims sailed for the New World.

At least one of the rooms on the ground floor is lined with sixteenth century paneling and doors are paneled in the same manner. More sixteenth century paneling is in a room above but in both rooms late seventeenth century moulded wood cornice is employed. There is a paneled cupboard beside one of the fireplaces, significant of the early seventeenth century, and there is a segmental head and archivolt supported by fluted pilasters with moulded caps. On the second floor are two battered doors and a sixteenth century door with wrought-ironed cock's-head hinges. The plan of the American purchaser will make it possible for people of this day and generation to inspect one of the houses actually the home of one of the Pilgrims and one which was, according to American standards, an old house when the Pilgrim lived in it, and to have this privilege without even going out of Massachusetts.

There have been thousands of stories about the number of clocks, and various articles of household furniture "which came over in the 'Mayflower'," but this will be the first instance of an entire house of a Pilgrim being brought over. Christopher Martin may have had an ambition to have his good deeds live after him, but he could hardly have expected that his home in England would follow him three hundred years later.

CHAPTER XXXII

GANGPLANKS TO CAPE COD

First Spot in New England Ever Trod by Englishmen—Epenow, a "Sight" in England, Lived to Get the Laugh On Sir Ferdinand Gorges—Outrages Perpetrated On the Aborigines—Captain Dermer Found Frenchmen Serving as Slaves to Indians and Purchased Their Freedom—Trio of Indians Who Spoke English Slightly Became Interpreters—Party Given by Sachem Iyanough at the Restoration of John Billington—Cape Cod Indians Refused to Join King Philip in His War of Extermination—Great Excitement Among Both Reds and Whites When the Ship "Fortune" Reached Cape Cod.

Cape Cod has a history before the landing of the Pilgrims and it is probable that some of the passengers on the "Mayflower" knew something of it. In passing it might be said that the Indians inhabiting Cape Cod also knew something of the white men and entertained certain opinions or prejudices concerning them. More than eighteen years before the "Mayflower" rounded Race Point, Bartholomew Gosnold, a mariner from the west of England, sailed into the same waters with a crew of thirty-two men, and found themselves "embayed with a mighty headland," which at first appeared "like an island by reason of the large sound that lay between it and the main." The honor of naming this peninsula Cape Cod is given to Gosnold because, it is said, "Within a league of the land, he came to anchor, in fifteen fathoms" and he and his crew dropped lines overboard and took from the wealth of the sea a great quantity of cod-fish, furnishing the circumstances which gave rise to the name.

"A low, sandy shore, but withing dangers, in the latitude of 42 degrees, the shore bold and the sand very deep," is the way in which the locality was described by Gosnold. This is not a bad description, in a few words, of the southeastern extremity of Massachusetts, now an island, but, until the Cape Cod Canal was put through, a peninsula sixty-five miles in length, irregular in form, its width varying from five to twenty miles, constituting the county of Barnstable.

The Cape Cod Canal makes a very well defined boundary to show "where the Cape begins." This is the answer to the more or less absurd claims made by several towns which call themselves "The gateway to the Cape." As a matter of fact, Cape Cod has two gateways or gangplanks, a better term, these two being the bridges across the canal, one at Bourne, near the north end of the canal; the other at

Sagamore, near the south end. To call these bridges gangplanks is not far-fetched, as both of them are drawbridges.

Bartholomew Gosnold also left us a description of the inhabitants of Cape Cod whom he encountered in his explorations. He said: "They all had pipes and tobacco of which they were very fond." The story is told that Gosnold was visited by one of the natives who had a plate of copper upon his breast, twelve inches by six. Others had pendants of the same metal suspended from their ears. One young native with ear ornaments of this sort approached, with his bow and arrow in hand, and, in a friendly manner, offered to be of such service to the new arrivals as he might. This same attitude was shown by the Indians at Plymouth but there came a time when the logic of events seemed to indicate that it would be all white or all red and the Indian wars and massacres and the long tale of atrocities constitute a bloody chapter in American history.

Gosnold sailed about in his bark and sent his boat to explore the various arms of the sea. Eventually the bark came to anchor in one of the finest sounds he had ever seen, to which he gave the name of Gosnold's Hope. This is what was later called Buzzards Bay. One of the large islands in the vicinity he named in honor of Queen Elizabeth. It is recorded of him that it was on this island, on a small islet in a little fresh water pond, that he erected a fort and took up his abode. This was the island now called Cuttyhunk, on which, in recent years, magnates of the Standard Oil Company have had a clubhouse and where the late William Wood, president of the American Woolen Company, erected a few years ago, a stone castle, flanked with concrete walks and drives. It was the show place of the very attractive island but totally incongruous and out of keeping with its every other appearance.

There is today on the little island, in the little lake on Cuttyhunk, a monument of field stones, erected in honor of Bartholomew Gosnold, where the cellar of his storehouse was still to be seen a hundred years ago. While this storehouse was being erected by members of his crew, Gosnold crossed the bay in his vessel and explored two rivers, one that which passed through the towns of Wareham and Rochester; the other that on the shore of which stands New Bedford, famous as the whaling city of half a century ago.

Gosnold gave a glowing account of Cuttyhunk in those days, as an island with "the rank vegetation of a virgin soil; noble forests, wild fruits and flowers,—the eglantine, the thorn and the honeysuckle,—the wild pea, the tansy, the young sassafras,—strawberries, raspberries, grape vines,—all in profusion."

Amid these pleasant surroundings Gosnold attempted to make an

English settlement which, had it succeeded, would have been the first colony of New Plymouth. Josselyn says it was "begun in 1602, near Narragansett Bay." It appears that Gosnold and his crew erected a storehouse with the intention of having some of the men remain, plant fields and establish a colony, while the others returned to England, with Gilbert, second in command, for further supplies and more colonists. Five days were spent in wrangling who should stay and who return, as supplies were getting low and there was a grave difference of opinion about dividing the store. All returned to England, told wonderful stories of their discoveries and the promised land, and succeeded in selling the idea of establishing a colony, but not in the latitude of forty-two degrees. So, when Gosnold embarked on his next expedition to America, he sailed past New England and his storehouse and landed in Virginia. On that expedition he ranked as counsellor. He died in 1607. He had sailed away from Cuttyhunk June 18, 1602, taking with him furs bought of the Indians, roots of sassafras which the Indians had dug for him as a gift, in return for the gifts of a straw hat and two knives which Gosnold had presented to one of the Indian chiefs, when the latter and fifty of his braves visited the explorer.

Bancroft declared that Cape Cod was the "first spot in New England ever trod by Englishmen" and the assertion seems to be borne out by well-established facts, but Cuttyhunk would have been the place of the first English colonization had it not been for the fear that there was not enough food to provision the storehouse against the time which would elapse before additional food could be obtained from England.

Following the explorations of Gosnold in 1602, the New England coast was visited by English, French and other vessels. Several of them touched Nova Scotia. At about the same time that French explorers entered the Annapolis River in the spring of 1604 and the Penobscot and Kennebec rivers later the same year, taking possession of the territory in the name of the king of France, a party left Great Britain, touched a few places in Maine. They ascended the Kennebec River and erected a cross, as the symbol of the Christian religion. They also seized five natives and carried them back to Great Britain. Three of the captives were taken into the family of Sir Ferdinand Gorges, then governor of Plymouth, England, an intimate friend of Sir Walter Raleigh. These Indians gave information which led to their subsequent return and fired the two adventurers to plan projects for gain.

An Aboriginal Yarn About Marthas Vineyard—A fishing vessel engaged in cod-fishing in the vicinity of Marthas Vineyard about the same

time and the Indians in that vicinity became curious and approached in their canoes. One Indian, Epenow, accepted an invitation to board the vessel and was not allowed to leave. The vessel sailed away and Epenow was "shown about in London as a sight."

Epenow was also given to telling wonderful tales concerning the country from which he was taken, to a certain extent bearing out the stories told Sir Ferdinand Gorges by the earlier Indians. One of Epenow's yarns was concerning an island on which was a mine of inexhaustible gold. This was sufficient to convince Gorges that a ship should be fitted out to find the whereabouts of this delectable island. The ship sailed in June, 1614, with Epenow on board as pilot and interpreter.

Eventually the vessel arrived off the shore of Capewock, as Marthas Vineyard was then called, and again the Indians showed their curiosity, possibly their friendliness, by approaching with their canoes. This gave Epenow an opportunity to broadcast his message concerning his impressions of things abroad and call attention to the Englishmen he had induced to accompany him home. He also explained why he wore long trousers which Captain Harley had wished on him before he arose to make his speech. Whether he informed his red brethren that it was to enable members of the crew to lay hands upon him and hold him securely, in case he attempted to escape, or made some other explanation, the English crew was unable to say. Epenow had the advantage of them in that situation because they, not he, had become a "sight" and while he could understand a little of the English language, they could not understand any of his.

Epenow had his speech all prepared for him and it was to the effect that the English would like to trade for furs and entertain the Indians on ship board. Whether Epenow was a faithful interpreter or spoke extemporaneously is a matter of conjecture but the Indians pretended to be much impressed with the opportunity to trade and, according to Epenow, they would return the next morning with a liberal consignment of furs, possibly some samples of gold from the mine, but they were disappointed to see him wearing white man's garb and didn't care to come aboard unless he was properly dressed to receive his old friends. Formal party dress in those days, as in these, was more a matter of taking off than putting on. So Epenow was allowed to remove his trousers, paint his exterior and whatever else he could do from his vanity case to make him look natural. Then he was allowed to walk out on the bowsprit, show himself unfettered and talk as one Indian to another.

The canoes filled with Indians circled closer and Captain Harley ordered Epenow to promise them liberal treatment if they would come

on board with their furs. Epenow hailed them, twenty canoes formed a half circle and into this half circle the returning Indian dove, while the Indians covered his getaway by a shower of arrows directed at the onlookers on the deck. Captain Harley was clearly outwitted and his reputation definitely made known to an unknown number of warriors. He returned to England without his cargo and without Epenow.

This was the same year that Captain John Smith quitted the colony of Virginia, on a whaling voyage which took him past the coast of Cape Cod. He made a map of the country which he presented to King Charles. It was called by him New England. What is now called New England was at that time supposed to be an island.

When Captain John Smith embarked for London, he left his own ship under command of Captain Thomas Hunt. The latter spent some time in fishing, enticed on board the vessel some Indians from Nauset, now known as Eastham on Cape Cod. Then he sailed for Spain, docked at Malaga and sold his Indian captives as slaves for twenty pounds per man.

These outrages were perpetrated years before the "Mayflower" sailed into Cape Cod Harbor. It is not to be wondered at that the natives were suspicious of the pale faces, although there are plenty of well authenticated stories to show that they were well disposed toward each new party of arrivals until each in turn gave them abundant cause for hatred.

Captain Thomas Dermer, one of Captain John Smith's captains, came to these coasts in command of a vessel fitted out by Sir Ferdinand Gorges in February, 1619, to fish off the New England coast. On that ship was Tisquantum, or Squanto, brought here as guide. He was one of the natives whom Captain Thomas Hunt had taken away from Nauset, or Eastham, in 1614. According to the "Life of Gorges," when Tisquantum arrived at his native village he found every member of his tribe had died from a scourge which had reduced the number of Indians in this vicinity to a small remnant. Concerning this incident, Captain Dermer reported: "When I arrived at my native savage's native country, finding all dead, I travell almost a day's journey westward to a place called Namasket, where finding inhabitants, I despatched a messenger a day's journey west to Pokanoket, which bordereth on the sea, whence came to see me two kings attended with a guard of fifty armed men, who being well satisfied with what my savage and I discoursed among them, and being desirous of novelty, gave me consent in whatsoever I demanded."

Captain Dermer rescued two Frenchmen who had fallen into the hands of the Indians when they were shipwrecked a few years pre-

viously. They had been held as slaves. There had been a third captive but he had married and shortly afterward died and had been buried with his child. In Goodwin's "Pilgrim Republic," page 78, it is related: "The Pilgrims discovered the grave of this man. On opening it they found a bow between two mats, a painted board shaped like a trident, bowls, trays, dishes, etc., and two bundles which proved to be the bones of a man with fine yellow hair and a child. This caused much interest, as it showed them that white people had been there before them." One of the Frenchmen was found at Namasket, now the town of Middleboro; the other at Massachusetts Bay.

While in this vicinity the natives became suspicious of Captain Dermer and at least on one occasion would have killed him if Tisquantum had not saved his life.

The "Life of Gorges" also records that Captain Dermer sailed through the whole passage between Long Island and the main land, and was the first to demonstrate the insular position of Long Island. He touched at Capewock where he was recognized by Epenow as one of the men in the employ of Gorges. He went ashore on the island which Epenow had said contained a mine of inexhaustible gold and was attacked by the Indians who shot fourteen arrows into him. One story is that Captain Dermer died from his wounds and that all others of his boat's crew were killed in the affray. Another story is that he escaped, sailed for Virginia with the two Frenchmen, leaving Tisquanto at "Tawahquatook," now the town of Brewster.

At this time there were at least three Indians in this vicinity who knew something about the English from personal experiences and a few English words. They were Epenow and Tisquanto, who will henceforth be referred to as Squanto, the name by which he was known to the Pilgrims, and Samoset. It was the latter who one day in March, following the landing of the Pilgrims, strode down the First Street in Plymouth, later called Leyden Street, apparently not at least afraid of Captain Myles Standish and his army and the frowning guns which had been mounted on the fort at the top of the hill. Samoset came all alone, as a modern hotel greeter, secretary of the Chamber of Commerce or chairman of the reception committee of the Kiwanis. He surprised the inhabitants of Plymouth by calling out in broken English, "Welcome, Englishmen." He was the first resident of Patuxet, as Plymouth was called by the Indians, who had called upon them. He was a Sagamore who had come from Monhiggon, Maine, where he had learned something of the English tongue from captains of the fishing vessels who had touched at Maine. He became a frequent caller, and on his third visit was accompanied by Squanto. These Indians

informed the Pilgrims of the extraordinary plague which, some four years before, had wiped out most of the Indian population in those parts. Squanto and Samoset arranged an interview with Massasoit, the most powerful of the Indian sachems.

The story of the meeting between Massasoit and the Pilgrims, which was conducted with considerable formality, how the treaty was made and faithfully kept as long as Massasoit lived, and other incidents in the early days concerning the Pilgrims and the Indians has already been told in the volume concerning Plymouth County. There are, however, historical incidents concerning the part the Indians played in the early life of the Pilgrims on Cape Cod soil which have not been related and which belong more especially to what is now Barnstable County.

Indians Became Incensed Against the English—History records that the few days following the signing of the Compact and the election of John Carver as governor, the Pilgrims spent in repairing the ship's boat and in making explorations near the shore. They came upon a quantity of corn in baskets, buried by the Indians, and helped themselves. They also opened graves, taking away some of the most attractive trinkets, buried with the embalmed bodies. About ten bushels of corn were obtained, a bag of beans and a bottle of oil. They also entered the dwellings of the Indians, and took away whatever they thought they could use, including some venison which the Indians had secreted in a hollow tree.

It was therefore not at all surprising that about 5 o'clock in the morning of December 8, according to Bradford's "History," "on a sudden he heard a great and strange cry. One of our company, being abroad, came running in, and cried: 'Indians, Indians,' and at once their arrows were flying amongst us, and our men hastily seized their arms. The cry of our enemies were dreadful."

One lusty Indian, and no whit less valiant, who was thought to be the captain, stood behind a tree within half a musket shot of us, and there let fly his arrows. He stood three shots of the musket. At length one took, as he said, full aim at him, when he gave an extraordinary cry, and away they all went.

Immediately after this "First Encounter" they took to the boat again, coasted along in search of a port which Robert Coppin, their pilot, assured them he had seen. It was rough weather, their masts broke in the gale and they were nearly cast away, but passed the Gurnet, at the mouth of Plymouth Harbor and eventually came safely to anchor under the lee of a small island. There they remained until morning when they landed, the master's mate of the "Mayflower,"

Clark, being first to land. It was called after him, Clark's Island. He was the man who, the next day, preached the first sermon on that island. According to Bradford, "This being the last day of the week, December 9, they dry their stuff, fix their pieces, rest themselves, return thanks to God, and the next day, December 10, they keep the Christian Sabbath."

The Pilgrims, in their cruising about the Cape Cod shore, saw two abandoned forts, one near Pamet River, and the other south of Wellfleet River. They had evidently been abandoned during the plague, as the dead had been interred inside as well as outside the stockade. The Pilgrims thought the forts palisaded cemeteries until they became better acquainted with the habits and customs of the Indians.

Aside from the arrival of the Pilgrims in Provincetown Harbor and their explorations along the shore, the history of Cape Cod, if we are to exclude the anecdotes of antiquity, begins March 17, 1621, when information came to the Pilgrims through Samoset, a friendly Indian, that the Nauset Indians, southeast of Plymouth, were much incensed against the English. The Indians referred to inhabited that part of the Cape now called Eastham, which originally embraced Chatham. The antipathy on the part of the Indians was occasioned by Captain Hunt who had been left in charge of Captain John Smith's fleet when Captain Smith returned to England, having carried away twenty-seven Indians, seven of them from Nauset and sold them as slaves. Samoset informed the Pilgrims that the Indians, whom the party from the "Mayflower" had had a battle with, were Nausets. About five months before the "Mayflower" arrived at Cape Cod, these Indians, remembering the treachery of Hunt and his crew, had slain three Englishmen.

Red Skins Returned Good for Evil—Another Indian, this time the great Sachem of the Wampanoags, Massasoit, became known to the Pilgrims for his friendliness in July, 1621, and remained a friend of the Pilgrims as long as he lived. He early made a treaty with the English colonists and this treaty was faithfully kept until his death. The incident referred to in July, 1621, was the disappearance of John Billington, a boy of the Pilgrim band who wandered away in the Plymouth woods and became lost. Massasoit, when his attention was called to the fact, caused inquiry to be made and reported that the boy was at Nauset. He had come to an Indian plantation in Sandwich, as it is now called, been fed by the Indians there and, by them, taken to Nauset.

In spite of the fact that the wanderer was in the hands of the same Indians who had the encounter with the party from the "Mayflower" the previous December, who had ransacked the Indian graves, opened

their storehouses of grain, taken away whatever they wished, he was unharmed, and they waited in patience the arrival of the shallop from Plymouth sent to take him home. Massasoit sent with the Pilgrims on their errand to Nauset two of his braves, Tisquantum and Tockamahon, to act as guides and interpreters. Tisquantum has usually been written Squanto. On their way they anchored for the night in what is now Barnstable Harbor, then called Cummaquid, and, while anchored there, were left in shallow water by the ebbing tide.

Early in the morning they were approached by Indians who beckoned to them to come ashore and partake of the hospitality of their sachem, Iyanough. Six of the boat's number went with the messengers, but four of the Indians were confined on board as hostages. It is related that Iyanough received the Pilgrim party hospitably and was "a man very personable, gentle, courteous and fair conditioned—about twenty-six years of age—indeed not a savage, save in his attire. His entertainment was answerable to his parts, and his cheer plentiful and various."

A messenger was sent by this sachem to Nauset and, in response, Aspinet, the Nauset sachem, appeared with the boy and one hundred of his tribesmen. A knife was presented to Aspinet and another knife to one of the Indians who had entertained the boy, treated him kindly, brought him back on his shoulders, after decorating him with ornaments, Aspinet established a firm friendship with the English neighbors.

It seems a great pity that the forbearance of the Indians, under the provocation which they had had from the Englishmen, even from those of the "Mayflower" party, to say nothing of the perfidy and treachery visited upon them by Captain Hunt and other earlier navigators, should have finally been replaced by enmity and its long trail of suffering and atrocities, which form a part of history involving the early settlers and the Indians.

In this connection, it is related by Frederick Freeman in his "History of Cape Cod," "There was present on this occasion an Indian woman who was more than one hundred years of age. She had come from Nauset on purpose to see the English, as she had never seen an Englishman before; but, seeing them, she wept with great and sore lamentation. The English, inquiring the cause, found that she was the mother of three of the men stolen away by Captain Hunt, and that the remembrance of her loss had overpowered her."

Before returning to Plymouth with the boy Billington, Iyanough showed the party every courtesy and gave a party in their honor, at which all his people joined, with dancing, singing and merrymaking. The final act was that of the sachem taking a bracelet from his own

neck and placing it upon the neck of the leader of the Pilgrim party, thus denoting his friendliness and best wishes for a safe return and prosperity.

The Indians upon the Cape were not considered a part of the Wampanoags under Massasoit although it appears that they were more or less overawed by his genius and power. Before the landing of the Pilgrims, the territory, afterwards called the Old Colony, was occupied by the Wampanoags, or Pawkunnawkuts, generally written Pokanokets. According to Gookin, "The Wampanoags were a great people heretofore. Their chief sachem held dominion over divers other petty sagamores or sachems, as upon the Island of Nantucket and Nope, or Marthas Vineyard, Nauset, Manomayick, Saukatucket, Nobsquasset, Mattakees, and others, not excepting some of the Nipmucks. This people was a potent nation in former times, and could raise about 3,000 fighting men. Great numbers of them were swept away by an unusual pestilence, which prevailed in the years 1612 and 1613."

It is related that September 13, 1621, nine sachems, as well as Massasoit and many petty sachems under him subscribed an instrument of submission to King James. In the "Relation" by Mourt, he says: "Yes, Massasoit has owned the King of England to be his master, both he and many kings under him, as of Pamet, Nawset, Cummaquid, Namasket, with divers who dwell about the bays of Patuxet and Massachusetts."

The Nauset Indians, occupying the territory about the present towns of Eastham and Chatham, had outlying territory and one of their principal seats was within the present limits of Orleans. They occupied a prominent position and were greatly feared by the other Indians. It is said that there were two sachemdoms or cantons of the Cape Indians, one extending from Plymouth to Sandwich, taking in Mashpee, Barnstable and Falmouth; the other extending from Mattachiest to Cape Cod Harbor. The Nausets were in this latter division. Mattachiest was the northwest part of Yarmouth and Barnstable Harbor. The Mashpee has long been the principal body of Indians residing in the Old Colony and is at present the one town on Cape Cod known as an Indian town. The Indians in Dukes County, taking in the Elizabeth Islands as well as Marthas Vineyard, were separate tribes. The Mattachiest Indians were under Iyanough who so royally treated the party from Plymouth who went into his domain in search of the missing John Billington.

In connection with the Cape Cod Indians it is well to remember that, while it is supposed they were in some way under the general

direction of the Wampanoags and the sachem Massasoit, in the time when Massasoit's son Metacomet, alias King Philip, engaged other Indians in King Philip's War, in 1675, he was unable to induce them to join him.

According to some historians the Indians were given to gambling, especially fond of two games, one called Puim, the other Hub-bub. "They are so bewitched with these two games, that they lose, sometimes, all they have; beaver, moose-skins, kettles, wamponpeage, mi-whackies, hachets and knives, is all confiscated by these two games."

As we proceed with the history of Barnstable County it will be shown how many times the item appears, in records of early town-meetings, of the requirement that male inhabitants destroy a certain number of blackbirds each year. It is reasonable to infer that, by blackbirds, the vote may have been intended to include crows, of which there were great flocks. One reason for such a large number may lie in the explanation given by Hutchinson who says: "The Indians had a tradition that a crow brought the first grain of corn, Indian corn; and although this bird often robbed their fields, not one Indian in a hundred would kill them."

Like the "Mayflower," the ship "Fortune," which arrived in November, 1621, touched at Cape Cod before reaching Plymouth Harbor. The first news of the coming of the "Fortune" reached the Pilgrims by Indian runners from Cape Cod, who fancied that the new arrival was for no good purpose, possibly the taking away of the Plymouth colonists as Captain Hunt had on previous years taken away Indians from Patuxet and Nauset. This should be set down as an especially friendly act on the part of the Indians. Indeed, their fear was shared by the Pilgrims who at first thought the ship might be a French vessel. The governor ordered guns fired to warn all the inhabitants and plans were made for defence, until it was learned that the ship "Fortune" had thirty-five new settlers on board and provisions which were sadly needed.



EMBARKATION OF THE PILGRIMS

CHAPTER XXXIII

"A SMALL CHIMNEY EASILY HEATED"

How Captain Myles Standish Repaid Assistance From Indians in Time of Famine by Threats of Revenge When Beads and Pair of Scissors Were Missing—Head of Witawamet Displayed on Plymouth Fort—Massacre at Wesagusquaset Caused Red Men to Take to the Swamps and Lose Confidence in Pilgrims' Sincerity—Why or What was Megansett?—Why Cape Codders are not French.

There are many important instances in Pilgrim history centred about Nauset on the Cape, now the town of Eastham. The Nauset Indians were especially friendly and helpful and the Pilgrims had many occasions for being thankful that they had such good friends and willing providers of foodstuffs. Plymouth had no fertile acres and the harbor was not convenient. Indeed, as late as 1645, it was proposed to move the capital to Nauset.

Eastham was one of the first towns in the Plymouth Colony, some say as early as 1622, that decreed that a part of every whale cast ashore should be appropriated to the support of the ministry. The early colonists' theological instruction was founded on whales and their secular education largely on cod fish—another reason for the belief that "fish make brains."

The first time the Plymouth colonists ventured around the Cape was in November, 1622, in search of food, which they hoped to obtain from the Indians. In this they were not disappointed for it is recorded they put into the harbor of Manamoyk and "the same evening the governor, with Squanto and others, went ashore to the Indian houses, stayed all night, traded with the natives, and obtained eight hogsheads of corn and beans. Here Squanto, their early friend and faithful guide, was taken sick and died." From the Cape Cod Indians Governor Bradford wrote that twenty-eight hogsheads of corn and beans were obtained in all, largely at Nauset.

It is well for the reader to bear in mind all the kindnesses bestowed upon the Pilgrims by the Indians at Nauset and the treatment these same Nauset Indians had received from the white men, even the Pilgrims from Plymouth, as it was while collecting this generous supply of provisions which they so sorely needed, that they lost their shallop and were obliged to stack their supplies, intrusting all to the care of the Indians, as there was no way of transporting the corn and beans

and other things to the ship. The Indians provided them with a guide and they "set out on foot, fifty miles, receiving all respect from the natives by the way, and weary and with galled feet," arrived safely at the Plymouth settlement. Three days later the ship arrived, bringing the provisions first obtained. The condition of the Pilgrims at that time is told in Bradford's records: "A famine begins to pinch us, and we look hard for a supply, but none arrives. The want of bread had abated the strength and flesh of some, and had swelled others, and had they not been where are divers sorts of shell fish, they must have perished."

The following January, Captain Myles Standish led a party in a ship to Nauset, where they found the Indians had not disturbed the store of corn and beans left there the previous November. The shallop was also found and, after being repaired, used in getting the corn and beans on the ship. Captain Standish spent the night on shore and, upon returning, missed from the shallop some beads and a pair of scissors.

This incident was sufficient in the mind of Myles Standish to cause him to visit the sachem, accompanied by some of the men in the party, and demand restitution or he would "revenge it on the Indians before he left them." The next morning the sachem restored "the trifles," stated that the thief had been punished, expressed his regret that the offence had been committed, and directed that refreshments be brought the captain and his men, which was done.

The next month Captain Standish and six men went to Mattachiest in a shallop and procured "a good quantity of corn from the natives. Through extremity, he and his men were forced to lodge in the Indians' houses, which they much pressed, as he thinks, with a design to kill him." Again some beads were missing and the hot little captain, "beset the sachem's house, where most of the people were, and threatened to fall upon them without delay if they did not forthwith restore them, signifying that, as he would not offer the least injury, so he would not receive any without due satisfaction." The sachem sought out the offender, had the beads restored, an extra quantity of corn given the captain, and he departed.

Massacre Caused Consternation Among Indians—If Myles Standish was looking for trouble, as seems to have been the case, he found it the next month, as March 25, 1623, found him at Manomet, in the house of the sachem, Caunacum, in search of corn, bought by the governor. While there Witawamet and another native arrived from the Massachusetts. They were, according to Standish, insulting in their behavior, and he came to the conclusion that their errand was to induce Caunacum to join in a conspiracy against the English. His opinion was confirmed

by Hobamok, a chief captain of Massasoit, who had come to reside with the English, and told them he had heard of a plot on the part of the Indians and advised that the conspirators be killed. Captain Standish was ordered to take a sufficient number and fall upon the conspirators, including Witawamet. This was on March 23, yearly court day, when the governor informed the people of the recommendation of Hobamok, based on a rumor which he had heard concerning the Indians of Paomet, Nauset, Mattachiest, Succonet, Capawak, Manomet and Agawam; and they left the matter entirely with the governor.

Accordingly the following day, Captain Myles Standish, with several men, started for Wesagusquaset, in the present town of Weymouth, their errand seemingly to be the first massacre, not by, but of the Indians. They met the Indians "under the pretence of trade, Witawamet, Peksuot, a noted chief and counsellor, a brother of Witawamet and one other." Watching their opportunity, Captain Standish and his men fell upon the unsuspecting Indians, killed three of them with knives and hung the fourth. Captain Standish was disappointed that another Indian was not present but later in the day he was found and killed. Another party assisting, two others were killed. The Pilgrim party then returned to Plymouth, carrying with them, in triumph, the head of Witawamet, which they set up on a pole over the fort. According to Prince and Winslow: "This action so amazes the natives, that they forsake their houses, run to and fro, live in swamps, etc., which brings on them sundry diseases, whereof many die, and many others are still daily dying among them."

Freeman, still taking for his authority Prince and Winslow, says: "It was on hearing the report of these transactions, that Rev. Mr. Robinson wrote from Leyden to the church at Plymouth, begging them 'to consider the disposition of their captain, who was a man of a warm temper.' He 'trusted the lord had sent him among them for good, but feared he was wanting in that tenderness of the life of man, made after God's image, which was meet; and thought it would have been better if they had converted some before they had killed any'." Freeman continues: "Notwithstanding these humane suggestions of Mr. Robinson, Dr. Young, in his 'Chronicles of the Pilgrims,' intimates the great risk which any man runs who impeaches the Puritans. We have no disposition to speak disparagingly of them, nor do we boast of sufficient fortitude or recklessness to encounter the danger; but we will here venture the remark, that had they followed the example of Roger Williams,—the victim of their persecution and outlawry,—or of William Penn,—that noble representative of the abused Quakers,—in their treatment of the Indians our duty of recording these painful

facts might have been alleviated, and they might have saved an immense amount of treasure and blood."

Freeman goes on to say of this situation: "The news of this massacre, spreading among the Indians, caused the greatest consternation, causing them to feel that no confidence can be reposed in those they have befriended, and that any and everyone is liable, at any moment, to become the victim of some false accusation, and, upon the slightest pretence, and without a hearing, to be called to swell the number of those fallen before the spirit of relentless extermination.

"Among those who now ceased to regard their dwellings as safe resorts, and, in hourly expectation of an attack upon themselves, took to woods and swamps, where they contracted disease and became familiar with death, were several of the Cape Cod tribes. Thus miserably died Caunacum, the sachem of Manomet; Aspinet, the sachem of Nauset; and the noble-hearted and courteous Iyanough, sachem of Mattachiest, and very many of their people. From one of the above tribes a boat was despatched to the governor of Plymouth, with presents, to procure a peace; but, when near Plymouth, the boat was cast away, three of the Indians were drowned, and the only one surviving dare not come near the English to make known his errand."

Much more has been recorded of the forbearance and good offices of the Indians, even after the massacre at Wesagusquaset. Two notable instances will suffice for this volume. A ship bound from London to Virginia was, in December, 1626, cast ashore at Monamoyick. The Indians saw their plight and asked them "if they were the governor of Plymouth's men" and offered to assist them or carry letters for them to Plymouth, which offer was accepted and the Indians returned with the articles asked for, in addition to what the Indians themselves supplied.

There was another shipwreck on Cape Cod in 1630, when Richard Garratt and others from Boston were undertaking a voyage. Some of the party died and the Indians buried the dead, to save the bodies from being eaten by wild beasts, although the ground was frozen and much labor was occasioned in digging the graves with such implements as they had. The survivors were "literally nursed back to life" by the Indians who later conducted them some fifty miles through the woods to Plymouth in safety.

There was, however, a different feeling on the part of the Indians toward the white people after the massacre at Wesagusquaset and trading between them was not as cordial or satisfactory as before. It had been a great advantage to the settlers at Plymouth to traffic with the Cape Cod tribes and, so jealous were they of the privilege,

that in 1631, "great misunderstandings existed" between the Plymouth and Massachusetts settlements, and "rash measures" were threatened, the Plymouth Colony demanding the exclusive privilege.

Evidently it was not considered desirable to hold office in those days as historical records show that, in 1631, it was enacted that, "if, now or hereafter, any person chosen to the office of governor refuse, he shall be fined twenty pounds; and that, if a councillor or magistrate chosen refuse, he shall be fined ten pounds; and in case this be not paid on demand, it shall be levied out of said person's goods or chattels."

Concerning some of the laws and the way in which penalties were imposed at that time it is recalled that there was an order of the General Court that "Whosoever shall shoot off a gun on any unnecessary occasion, or at any game, except at an Indian or a wolf, shall forfeit five shillings for every shot." Evidently there was no "close season" on Indians at that time.

Reference has already been made to the way in which John Billington, one of the children who came over in the "Mayflower," was rescued by the Indians and restored to his home. Another story concerning him is that while the vessel was at anchor in Provincetown Harbor, this same John Billington busied himself one day in an inspection of one of the ancient firearms, an old musket which was loaded for Indians or what have you. John shot off the gun within four feet of a keg of loose powder and the wadding distributed itself about, but, as Bradford says in his diary, "by God's mercy, no harm done."

Early Census of Praying Indians—Harking back to the early history of Cape Cod and the early Indians, much information was contained in an historical address given some years ago by Sidney Brooks of Harwich, pioneer exponent of higher education. Among other things he said: "It is the glory of Cape Cod that, instead of waging with the Indians a war of extermination, the settlers made early efforts for their instruction and conversion to Christianity. While the apostle Eliot had at Natick and the other towns eleven hundred praying Indians, and the Mayhews had their fifteen hundred at Nantucket and Marthas Vineyard, and Richard Bourne his large flock on the mainland, Samuel Sweat of Nauset gathered his parish of five hundred Indians, who regularly attended his meeting for worship. Existing documents give the exact number in the Indian villages of the Cape at this time. 'There were,' says the account of Bourne and Cotton, of praying Indians, 'at Neeshame (Provincetown and Truro) men and women, fifty-one; young men and maidens, twenty-one; total, seventy-two, of whom twenty-five can read Indian and sixteen can write it. At Pottanumaquet (East

Harwich) men and women, twenty-four; young men and maids, twenty; total, forty-four, of whom seven can read Indian and two can write it. At Monomoy (Chatham) men and women, forty-two; young men and maids, twenty-nine; total, seventy-one, of whom twenty can read Indian and fifteen can write it.' Twenty Indian villages on the Cape are thus described, and the names of several native preachers given. 'Such was the result of these efforts,' says Mr. Otis, 'that on the breaking out of the Indian War of 1675, King Philip could not induce the Indians of Cape Cod to join him, otherwise the total destruction of the Colony was imminent'."

One of the speakers at the dedication of the Francis A. Nye Memorial Park at Falmouth several years ago, William T. Rich, spoke of the curiosity excited as to the origin of the word Megansett. In the registry of deeds many parcels of

land are bounded on the one side by the Megansett Way. But who or what was Megansett? Those of us (newcomers, it is true) who have learned to love the spot for its beauty of surroundings, its picturesque waters and woods, its restful and healthful conditions; we have wished we might know and place the wreath of homage on the totem of this chief who first lived and loved here. Experts of the Bureau of Ethnology investigated with meagre results. The Assistant Secretary of the Smithsonian Institution reported: "I am greatly surprised at the lack of information regarding the Indians formerly occupying the Falmouth region, as I had always supposed that the tribes living in that part of the country had been well known and recorded in history." The first guess of the expert is that the word may mean "Little Point Town." But another interpretation might be "Wolf (or Little Wolf) Place." This expert on Indian language concludes: "I know of no record of a Megansett, Negansett or Ma-in-gas-set tribe, and think it more probable that the name is not a tribe name, but merely that of a local settlement or village, probably of the Mohigan or Mohican tribe, possibly of the Pequot. Certainly these tribes occupied the region about the present Falmouth, and certainly there were no tribes hereabouts that did not belong to the great Algonquin family.

We are very close to an Indian burying ground. Mr. Nye used to tell how his father pointed out to him the spot where the last Indian was buried. The poet doubtless included him in his thought when he wrote:

They softly lie and sweetly sleep
Low in the ground.
The storm that sweeps the winter sky
No more disturbs their calm repose
Than summer evening's latest sigh
That shuts the rose.

Let us hope that in the near future those having this Park in charge will clear away the growth which now conceals some of the stones that mark the last resting place of these aborigines.

Tradition says that about the year 1,000 of the Christian era, the Norsemen, by way of Iceland and Greenland, came to Cape Cod and gave to its extensive and

monotonous shore the name of Wondershand. Another name given by them was Keep Cape. But five hundred years elapsed before Columbus discovered America. The ships of John and Sebastian Cabot passed by our coast in sailing from Newfoundland southwest. A quarter of a century later, a French man-of-war, the "Dauphin," came in sight of Monomoy. She hove to only long enough to get a view of the land, which Captain Verrazani named Cape Avenas or Sandy Cape. But it was in 1602 that commonly dates the discovery of Cape Cod, "for its soil was then for the first time trodden by an Anglo-Saxon." The commander of the vessel was our old friend, Captain Gosnold. After making his great haul of cod-fish, he gave the name which has stuck, Cape Cod. With four of his men, he landed in the month of May. He discovered Marthas Vineyard and the Elizabeth Islands and entered Buzzards Bay. In July, 1605, came two vessels, one of which bore Sieur de Monts, and his captain was Champlain, who gave his name to the lake and who founded Quebec. The company spent fifteen days and took formal possession for the French King. But the historian says the reason we are not Frenchmen, but English, is the bad Cape Cod harbors. In 1609 Hendrick Hudson visited Cape Cod shores. In 1614 the infamous Captain Hunt carried off twenty-eight Indians and sold them into slavery in Spain. But in 1616 a French vessel having grounded below Chatham, was boarded by the Indians and all on board killed or taken captives. Then came the "Mayflower." The events which cluster about her are too well known to need repetition.



THE MAYFLOWER

CHAPTER XXXIV

CHARACTERS IN THE DRAMA OF FREEDOM

Manner of Men Who Hewed A Republic Out of A Wilderness—List as Given in the Log of the "Mayflower"—In Early Spring Twenty-one Men and Six Boys Constituted the Male Remnant of the "Mayflower" Arrivals—New Arrivals on "Fortune" Cause Famine—Geology and Mineralogy Not Conducive to Making an Easy Living—Eastham Settlement in Early Days Commented on by Governor Bradford—Pertinent Facts About Barnstable County and its Island Neighbors.

Before definitely landing the Pilgrims at Plymouth, from which some of them and their early descendants or associates returned to Cape Cod, it is well to more clearly introduce the cast of characters in that great drama enacted in the bay and on the sand. Neither at Plymouth or at Cape Cod were any hints to encourage agricultural endeavor, except to follow the methods of the Indians. Most histories have referred to the Pilgrims by mentioning them as Captain Myles Standish and his followers, or Governor Bradford and his associates to such an extent that the other individuals have hardly had their rightful mention.

Undoubtedly there were among those who perished the first winter many noble souls who would have been of invaluable assistance in the beginnings of the colonial life if they had been spared. But, by the time Samoset uttered his English words, "Welcome, Englishmen," there were only twenty-one adults and six boys of sufficient size to engage in carrying on the task before them, under the Compact which was agreed to and signed by the following, in the order given:

	No. in family		No. in family
John Carver, * (about 60)	8	Richard Warren (over 45)	1
William Bradford * (30)	2	John Howland † (27)	
Edward Winslow * (25)	5	Edward Fuller * (over 25)	3
William Brewster * (54)	6	John Turner (over 30)	3
Isaac Allerton * (32)	6	Francis Eaton * (about 25)	3
Capt. Myles Standish * (36)	2	James Chilton * (about 40)	3
John Alden (over 21)	1	John Crackston (about 35)	2
Samuel Fuller (about 30)	2	John Billington * (over 30)	4
Christopher Martin * (40)	4	Moses Fletcher (over 30)	1
William Mullens * (over 42)	5	John Goodman (over 21)	1
William White * (about 30)	5	Degory Priest (41)	1

	No. in family		No. in family
Thomas Williams (over 21)	1	Thomas Rogers (over 30)	2
Gilbert Winslow (20)	1	Thomas Tinker * (over 21)	3
Edmund Margeson (over 21)	1	John Ridgdale * (over 21)	2
Peter Brown (over 25)	1	Richard Clarke (over 21)	1
Richard Butteridge (21)	1	Richard Gardiner (over 21)	1
George Soule ‡ (about 21)		John Allerton (over 21)	1
Stephen Hopkins * (over 35)	8	Thomas English	1
Edward Tilley * (about 30)	4	Edward Dotey @ (over 21)	
John Tilley * (over 35)	3	Edward Leister @ (over 21)	
Francis Cooke (about 38)	2		

* Those who brought their wives

† Of Carver's family

‡ Of Edward Winslow's family

@ Both of Stephen Hopkins' family

Dates given indicate year of deaths

Of the 101 English settlers, there were 20 wives accompanying their husbands and 42 children and servants.

The Compact was signed November 21. Before the end of March death had claimed Christopher Martin, William Mullens, William White, Edward Fuller, John Turner, James Chilton, John Crackston, Moses Fletcher, John Goodman, Degory Priest, Thomas Williams, Edmund Margeson, Richard Butteridge, Edward Tilley, John Tilley, Thomas Rogers, Thomas Tinker, John Ridgdale, Richard Clarke, John Allerton and Thomas English of those who signed the Compact.

In addition to those who signed the Compact the following tables give additional information of interest about the "Mayflower" people.

Servants, i. e., Employees, 9

John Hooke (a lad)	Elias Story (probably under 21)
Roger Wilder (probably over 21)	William Holbeck (probably under 21)
Solomon Prower (probably under 21)	Robert Carter (probably under 21)
Edward Thompson (probably under 21)	John Langemore (probably under 21)
	William Latham (about 16)

Of the servants, so called, all died the first winter except William Latham, whose death occurred later than 1640.

Youths and Children, Girls, 11.

Priscilla Mullens (over 16) after 1687	Remember Allerton (about 6)
Mary Chilton 1679	Constance Hopkins (about 11) 1677
Mrs. Carver's maid (probably about 20)	Demaris Hopkins, about 1666
Elizabeth Tilley (13) dau. of John 1687	Mary Allerton (about 4) 1699
Desire Minter (about 16)	Humility Cooper
	Ellen More (died the first winter)

Boys, 21

Love Brewster (about 7) 1650	——— Turner
Wrestling Brewster 164-?	——— Turner (2nd)
Joseph Mullens (over 16)	John Billington, Jr., (about 16) 1628-9
Bartholomew Allerton (about 8)	Francis Billington (about 14) after 1674
John Crackstone Jr. 1628?	Joseph Rogers 1678
Giles Hopkins (about 15) 1690	

John Cooke (about 10) 1695	——— Tinker
Richard More (about 6) 1656	Samuel Fuller, son of Edward (about 5) 1683
Jasper More (small boy)	Samuel Eaton (infant) 1684
——— More	Oceanus Hopkins (infant) before 1627
Henry Sampson (6) 1684	
Resolved White (5) after 1690	

Joseph Mullens, two Turner boys, Jasper More and his brother, the Tinker boy died the first winter.

There was a William Batten who died on the voyage.

While the "Mayflower" was in Provincetown Harbor, Peregrine White, (son of William and Susanna) was born. After the death of William White and the death of Elizabeth, wife of Edward Winslow the first winter, Susanna White became the second wife of Winslow.

The wives who died the first winter were Dorothy Bradford, aged 23; Elizabeth Winslow, aged 23; Mary Allerton; Rose Standish, under 36; Mrs. Christopher Martin; Alice, wife of William Mullens; Ann, wife of Edward Tilley; Bridget, wife of John Tilley; wife of Thomas Tinker who also died, both about 21; Alice, wife of John Ridgdale who also died, both about 21; Sarah, wife of Francis Eaton;

Summary

	Died	Survived	Total
Adults	26	23	59
Seamen		2	2
Servants	8	1	9
Girls	1	10	11
Boys	6	15	21
	<hr/> 51	<hr/> 51	<hr/> 102

The above list generally follows that given in "The 'Mayflower' and Her Log," considered an authority.

Frederick Freeman in his "History of Cape Cod," published in 1869, says of this Compact: "Thus was executed, in Cape Cod Harbor, the first instrument, probably, that the world ever saw, recognizing true republican principles, intrusting all powers in the hands of the majority. Government was thus regularly established; and the next day being Sunday, was observed as a day of rest."

John Quincy Adams said: "This is perhaps the only instance in human history of that positive, original, social compact, which speculative philosophers have imagined as the only legitimate source of government."

Hon. Francis Baylies, in his "History of New Plymouth," says: "This brief, comprehensive and simple instrument established a most important principle, a principle which is the foundation of all the democratic institutions of America, and is the basis of the Republic; and however it may be expanded and complicated in our various constitutions, however unequally power may be distributed in the different branches of our various governments, has imparted to each its strongest and most striking characteristic.

Many philosophers have since appeared, who have, in labored treatises, endeavored to prove the doctrine that the rights of men are unalienable, and nations have bled to defend and enforce them; yet in this dark age, the age of despotism and superstition, when no tongue dared to assert, and no pen to write this bold and novel doctrine, which was then as much at defiance with common opinion as with actual power, of which the monarch was then held to be the sole fountain, and the theory was universal that all popular rights were granted by the crown,—in this remote wilderness, amongst a small and unknown band of wandering outcasts, the principle that the will of the majority of the people shall govern, was first conceived, and was first practically exemplified.

The Pilgrims from their notions of primitive Christianity, the force of circumstances, and that pure moral feeling which is the offspring of true religion, discovered a truth in the science of government which had been concealed for ages. On the bleak shore of a barren wilderness, in the midst of desolation, with the blast of winter howling around them, and surrounded with dangers in their most awful and appalling forms, the Pilgrims of Leyden laid the foundations of American liberty.

The same day the Compact was signed John Carver was unanimously elected governor. Upon his death, April 5, he was succeeded by Governor Bradford, with Isaac Allerton as assistant. The governor was the sole executive officer and the legislative and judicial power was by the consent of the governed. The government regulation and discipline ecclesiastical remained as when under the superintendence and instructions of Rev. John Robinson in Leyden.

First Birth and Deaths at Cape Cod—The following day, Monday, December 11, after sounding the harbor and finding it fit for shipping and after making an investigation of conditions on shore, they returned to the "Mayflower" to find that during their absence Peregrine White, the first child born of English parents in New England, had been added to the number of the Pilgrim family. Another occurrence in their absence was the accidental death by falling overboard of Mrs. William Bradford, who was drowned December 11. Her husband was one of the number absent in the shallop.

The first death, however, was that of Edward Thompson, who died December 4. He was a servant to Mr. William White and his name does not appear affixed to the Compact. Jasper, a son of Mr. Carver, died December 6; and James Chilton, December 8. These vital statistics concerning the first birth and first four deaths among the colonists, all occurred at Cape Cod before the Pilgrims landed at Plymouth.

Those who had discovered Plymouth, and whose recommendation made it the chosen place of abode, were John Carver, William Bradford, Edward Winslow, Captain Myles Standish, John Howland, Richard Warren, Stephen Hopkins, Edward Tilley, Thomas Clark, Coppin, John Allerton, Thomas English, Edward Dotey, with the Master and Gunner

of the ship and three common seamen. The place was the same to which Captain John Smith had in 1614 given the name of New Plymouth.

An attempt was made to sail the "Mayflower" to Plymouth December 15, but it was forced back by a northwest gale and so December 16, under more favorable conditions, the "Mayflower" sailed into Plymouth Harbor, and the Pilgrims landed "on the stern and rock-bound coast."

From this time on the history of the Pilgrims centers about Plymouth County rather than Cape Cod, but, inasmuch as Cape Cod was for a long time under the jurisdiction of the Plymouth Colony, present-day boundaries and limitations were unknown to those early colonists.

Pilgrims and Puritans Not the Same—Rev. Dr. Edward Everett Hale remarked in a history of Massachusetts which he wrote many years ago:

It is pathetic and curious to observe that the Pilgrim colonists landed at Plymouth on the shortest day in the year. Poetry and eloquence and the sympathy of a nation have of course seized on this critical coincidence, and the astronomical fact that from that moment the days began to grow longer and the sun to rise higher in the western world has been made the theme of a thousand poets and orators. It is equally curious, though for obvious reasons the fact has attracted less enthusiasm, that the ship of Winthrop, the leader of the prosperous and wealthy colony, arrived in Salem Harbor on the longest day in the year. The vessel came to anchor, and the enfranchised passengers landed, upon a world of ripe strawberries, of roses in bloom, and of all the fresh and fragrant delights of that rarest thing on earth, "a day in June." The marvelous prosperity, the cheer and comfort, which, on the whole, the people of Massachusetts Bay have known from the beginning, were typified and re-figured, had Winthrop but known it, in the charming surroundings of his landing and that of his associates.

James Morgan, writing on "The Puritans and the Great Migration" in the Boston "Globe," November 1, 1927, recalled: "When President Roosevelt dedicated the tower that commemorates at Provincetown the first anchorage of the 'Mayflower,' he loosely spoke of the Pilgrims as Puritans, and a multitude arose in the land to correct him. Yet some students of history contend that it is a distinction without a difference. It may be in theology, but not in a story of the birth of the American people."

As a matter of fact President Roosevelt's speech was at the laying of the cornerstone, not the dedication of the monument.

President William Howard Taft, in his speech at the dedication of the same monument, said:

The differences between the Pilgrims and Puritans emphasize the heroism of the Plymouth colony. The Puritans had been a very powerful political party in England. They represented wealth and substance and social prominence and influence. When they came, they sailed in comparative comfort and freedom from

danger, and they came in thousands. Not so with the Pilgrims. They were the humble husbandmen whose religious faith was extreme in its simplicity, and stern. The spirit which prompted them to brave the seas in a cockleshell like the "Mayflower," to land on this forbidding coast in winter, and to live here has made the history of this country what it is.

It prompted and fought the Revolutionary War. It welcomed and fought the Civil War, and it has furnished to the United States the highest ideals of moral life and political citizenship. We need not defend the lack of liberality which in their early history the Pilgrims may have shown to those differing with them in religious belief and creed. Out of the logic of their intellectual processes there came ultimately religious freedom, while in the energy and intensity of their religious faith they uncomplainingly met the sufferings and the hardships that were inevitable in their search for liberty.

The colonists were impelled to come to these shores because they held opinions at variance with their neighbors in the old country, and having arrived here, they were much inclined to hold fast to their opinions and prejudices, as though they had a divine right to do so. They did not practice religious toleration in their new home, although the Pilgrims were not so severe upon those who disagreed with them as were the Puritans. The latter wanted to establish a Puritan state and exclude all others from it. When Roger Williams taught that "all men should have liberty to worship God according to the dictates of their own consciences" and that the only rightful way the settlers could get the land was by purchase from the Indians, the Puritans banished Williams as a dangerous influence. One of the leading Puritan ministers averred that "He that is willing to tolerate any religion besides his own either doubts his own or is not sincere in it."

The attitude of the English in their transactions for land with the Indians was that the sovereignty and fee simple of the soil was vested in the English crown; but yet they acknowledged the possessory rights of the Indians. So they made presents to or purchases from the aborigines, in order to conciliate the local chiefs.

Remarkable Group of Survivors—Of the twenty-one men and six boys who had survived the first winter on Cape Cod and at Plymouth and were on hand when the "Fortune" arrived in November, 1621, were William Bradford, destined to be governor more than thirty years; Elder Brewster, the spiritual leader; Captain Myles Standish, the military commander; Winslow, the diplomat; Samuel Fuller, the beloved physician; John Alden, equally skillful as a cooper or secretary, and fortunate in love; John Howland, dependable and vigorous; and other leaders.

There were thirty-five passengers on the "Fortune" and they were made welcome, but they had eaten so heartily on the voyage over that



LANDING OF THE PILGRIMS



"not so much as a bisket-cake or any other victuals for them" remained. The "Mayflower" survivors not only had to feed the lusty young men who largely constituted the "Fortune" company, but revictualled the ship for its return trip and also sent hogsheads of skins of beaver and other animals, a large consignment of barrel staves, in all five hundred pounds worth of goods. These things were captured by a French privateer, and no profit came to the Plymouth company which spent practically its all on the venture.

The men were men of grit and industry. Plymouth was barren of soil and Cape Cod was sandy, as it is today.

Rocks, Minerals, Climate, Animals and Birds—To go into details concerning the geology and mineralogy of Plymouth, Norfolk, Barnstable and the island counties of Massachusetts would not be especially interesting to the average reader, although the details would be the delight of the student attuned to these revelations and specializing in their study. According to Professor C. H. Hitchcock, the sienite and porphyry, gneiss, granite and hornblende schists of the eastern section of Massachusetts belongs to the eozoic age, the period in which the dawn of animal life appears. Sienite underlies large sections of Norfolk and Plymouth counties. There is a strip of granite from Duxbury to Fall River, and the granite quarries in Quincy have a world-wide fame. In a rock at Braintree was discovered a large fossil trilobite, called the *Paradoxides Harlani*. Professor Hitchcock called this "one of the oldest inhabitants of the State" and believed it should be regarded with veneration as having participated in an interesting period of the country's past, even though it were unable to communicate much about it, to our understanding.

There are "coal measures" in Norfolk and Plymouth counties, in which ferns and fruits have been found, souvenirs of the palæozoic group. In 1927 considerable interest was taken in gathering information concerning the possibilities of again unearthing some of these treasures and possibly finding some coal deposits at home to use, and not be dependent upon Pennsylvania anthracite. Cape Cod, Nantucket and the western part of Marthas Vineyard are composed of drift, or alluvium, sand and gravel, which belong to the cenozoic period. With the boulders deposited in the glacial period, Southeastern Massachusetts can show contributions from distances of time and mileage which show it is one with many times and many places.

The temperature of Barnstable County, Marthas Vineyard and Nantucket is noticeably modified by the Gulf Stream, and is ten degrees higher in winter than in the central part of the State. In summer

the water on the south shore of Cape Cod and in Buzzards Bay is so warm that bathing can be continued for long periods without danger of chills, a quality which helps make this vicinity the popular playground for many thousands of people, some of whom come from the Middle West and beyond.

In the early days there were black and brown bears and wolves in all parts of the State, but not as frequently encountered on Cape Cod, as the forests were not as dense as in other parts of the State. The catamount and wildcat were were formidable enemies, and moose, deer and beaver were numerous. There are now a few deer on Cape Cod and one day a year is allowed to shoot them. There are some red foxes in the woods and the muskrat are common on the margin of the streams. The woodchuck and skunk are numerous in the fields and take their toll of poultry from the farmers. Red and gray squirrels and rabbit are frequently seen, but the woodchuck give the farmers the most trouble.

Crows and blackbirds have always had a fondness for Cape Cod and the early inhabitants paid a bounty to those who killed them or had town regulations which compelled each citizen to kill a certain number or pay a fine. The Indians had a belief that the crows brought the first seed corn and so were reluctant to kill them, recognizing in them a messenger from the Great Spirit. There are numerous song birds on the Cape and birds which assist the farmers greatly by consuming an immense number of destructive insects.

In the early days wild turkey and the heath hen were plentiful but the latter have disappeared, except on Marthas Vineyard where great pains have been taken for more than sixty years to save them from extinction. There are ducks, coots, sandpipers, plovers, curlews, occasional herons and sea gulls on the beaches and overhead, and numerous other water birds in the ponds, streams and salt water bays.

Wild turkeys abounded on Cape Cod in the early days, and probably wild turkeys constituted the principal course at the first Thanksgiving when Massasoit and members of his court were so joyously entertained.

There must have been something about Cape Cod which was alluring to the Pilgrims. Reference has already been made to the effect that it was proposed in 1645 to make Nauset, now Eastham, the capital. In 1620 the Pilgrims in Provincetown Harbor numbered one hundred and two. Within a year the number had been diminished by death to eighty-six. According to Captain John Smith there were thirty-two houses in 1624 and the number of inhabitants was one hundred and eighty. In 1630 the town of Plymouth is supposed to have had about three hundred inhabitants and of this number about one hundred and

fifty, or half, later migrated to Eastham. Concerning this migration he wrote he feared for the "poore church left. . . .Growne olde, and forsaken of her children . . . and like a widow left only to trust in God."

John Lothrop, pastor of a church in London in 1616, led thirty members of his church to Scituate in 1634 and later led a part of his flock to Barnstable on the Cape.

Cape Cod was early settled, became important in colonial fisheries and in everything which pertained to the upbuilding of the nation which had its birth in one of the Cape's pleasant harbors. The forests were filled with wild game, the bay was filled with fish and at low tide a table was spread before the early settlers with a menu of clams and oysters. Schools of alewives almost crowded one another out of the brooks leading to the lakes, when they went up to spawn in the spring, then as now.

Description of Barnstable County and Neighbors—Massachusetts Bay has a breadth of about forty miles. It is formed by Cape Ann, with its unyielding rocks and caverns, on the north, and Cape Cod, a long incurvated strip of low, sandy land upon the south. Its principal harbor is Boston, deep, capacious, well protected, with numerous islands, to lend enchantment to the view. South of Boston, Plymouth, Barnstable and Provincetown have good harbors, but the most beautiful and useful of them all is Provincetown. Cape Cod is the outer guard for a large share of Massachusetts and Cape Cod Bay might be called the watery back yard of the Cape. That part of Massachusetts Bay which is usually called Cape Cod Bay, is the southeast part of the larger bay, on the map below an imaginary line drawn from Plymouth to Provincetown.

Cape Cod Bay is separated from Buzzards Bay by a narrow part of Cape Cod and, since the digging of the Cape Cod Canal, the waters of the two bays mingle. Buzzards Bay is an arm of the Atlantic Ocean which extends northeasterly into Massachusetts a distance of thirty miles, with the Elizabeth Islands and Barnstable County on the east and Plymouth and Bristol counties on the west. In Buzzards Bay are the harbors of New Bedford, Fairhaven, Wareham and Rochester, all of which have contributed to industry and history.

Beginning at the Cape Cod Canal, the land forming Barnstable County projects from the mainland approximately forty miles easterly, then extends northerly about thirty miles, terminating in Provincetown, after making another sudden bend to the westward, as if its intention had been to complete a circle, but decided to remain in its splendid isolation in lieu of becoming lost to Boston. The longest distance from

the ocean side of the Cape to Cape Cod Bay is twenty miles, and the shortest distance five miles. The latter route is that traversed by the Cape Cod Canal. The ocean has taken liberties with the ocean side of Cape Cod, wearing away its shore and changing the courses of its rivers and creeks and filling in its harbors. It has been a game of give and take, however, as there was once an island of twenty acres off the eastern shore, covered with trees and giving promises of continuing to stay there, but the ocean, little by little, wore it away and deposited its sand, as well as trees and other objects of pride, upon the shores of Cape Cod. This whole section has been on Nature's receiving line ever since time began. Even Plymouth Rock, geologists say, came from somewhere up north, perhaps Greenland, hopping on a glacier and hooking a ride when the opportunity came to travel south.

No one has seen Cape Cod until he has visited Monomoy, a long strip of low, sandy land, extending southerly from the outer point of the elbow of the Cape. Nantucket is only twelve miles north of Monomoy as the crow flies. It might be more appropriate to say "as the gulls fly" but whoever saw a gull hold to any definite course? Nantucket has an area of about fifty square miles and the people born on the island love every inch of it. The island is an irregular crescent, level, sandy, having very few trees, with a mild, healthful climate of its own, and showing its close relationship to Cape Cod in soil, character of its people and every pleasant characteristic.

The Atlantic Ocean in its centuries of playful moods piled up a long and dangerous reef of sand south of Nantucket, which has been the despair of sailors and the graveyard of many vessels. This strip is called Nantucket Shoals.

Among other good neighbors of Cape Cod is Marthas Vineyard, with Oak Bluffs (formerly Cottage City) as its principal town. This island is about twenty miles long and ten miles broad. It is west of the Island of Nantucket and nearer the mainland. It has two good harbors and all the advantages which make it an ideal summer resort. The Indians called the island *Capawock*. It was a refuge for the Quakers when the Massachusetts Bay Colony drove them out and the Plymouth Colony was none too cordial toward them.

Northwest of Marthas Vineyard is Vineyard Sound, which separates that island from the Elizabeth Islands. All of these are included in the town of Gosnold, named in honor of Bartholomew Gosnold, who attempted, on Cuttyhunk, one of the sixteen in the group, the first English settlement, even antedating that at Jamestown. The story of Gosnold's attempt and how it failed of consummation, is told in the history of Plymouth County.

The largest of the Elizabeth Islands is Naushon, being seven and a half miles long, and one and a quarter miles broad. In the southeast of the island is Tarpaulin Cove and in the northwest, nearer the center, is Kettle Cove. Penakese Island was formerly used as the Leper Colony for Massachusetts and since its abandonment for that purpose has been appropriated by the State for a bird sanctuary. Penakese contains about one hundred acres.

The island which has the largest number of inhabitants and is the farthest from the mainland, the outpost of the chain, is Cuttyhunk. It is two and a half miles in length, with a lighthouse at one end and a life-saving station near the other end. It is hardly a mile across the island. The surface is rolling and there are very few trees. In the southwesterly part of the island is "Gosnold's Pond" and in that pond a little island. It was on this island, surrounded as it were by a moat, that Bartholomew Gosnold attempted to found the first white plantation in America, building a storehouse and otherwise laying the foundation for a colony, which was abandoned because no members of his crew were willing to remain to "hold the fort" while he and the rest of the party returned to England for additional colonists and necessities.

No one could remember how many days there are in the respective months of the year if he had not, in his school days, committed to memory the little rhyme commencing "Thirty days hath September." No one could remember the names of the principal islands of the Elizabeth group without some such assistance, so some thoughtful person put their names into rhyme:

Cuttyhunk and Penakese,
Nashawena, Pasquenese,
Great Naushon, Nonamesset,
Uncatena, and Wepecket.

Before Penakese was used for a leper colony Professor Louis Agassiz received it as a gift from John Anderson, a wealthy tobacconist of New York, as a site for a school of natural history. Mr. Anderson gave \$50,000 as an endowment, in addition to contributing the one hundred acres, and formal possession was taken by Professor Agassiz in July, 1873. The Anderson School of Natural History was opened not long afterwards.

Another neighbor is Noman's Land, about six and a half miles from Gay Head. It is a little smaller than Cuttyhunk, about a mile and three-quarters long and three-quarters of a mile broad. The surface is rolling and there are a few small swamps, containing bushes and peat. There are no trees on the island. It has been used largely by fishermen

and pilots looking out for vessels coming on the coast, but most of the time in the past hundred years at least one dwelling has been occupied. The island was used for raising sheep some years ago. Nearly one hundred years ago the population of Chilmark, of which the island is a part, considered as a township, was 6,470, measured in sheep, or 699 in number of human beings. The 1,600 Merino sheep then credited to Chilmark were largely pastured on Noman's Land and were said to produce fleece weighing considerably more than the fleece grown by Merinos pastured on the mainland.

CHAPTER XXXV

WHEN THE CAPE COD CANAL WAS A DREAM

Captain Myles Standish Proposed Such A Waterway in 1625—Early Communication With New York When De Raisiers Was Greeted With Flourish of Trumpets in 1627—Six Successive Generations Talked About Piercing the Pilgrim's Suez—Barrels of Flour From New York Came by This Route for Washington's Army Stationed Near Boston—Canal Might Have Been Useful in Keeping Wild Animals out of Barnstable County, Some of Which, According to Historians, Were Fearfully and Wonderfully Made.

We of the present generation with our plans and concerns about Cape Cod Canal and the problem of having the Government assume ownership and management, with its possibilities for more direct connection with New York, wonder what the Pilgrims thought about and made plans about after they had their houses built and began to look into the future somewhat. It may be a shock to some to know that they were considering at least one of the same problems. Trading with New York was by no means outside the comprehension or ken of the Pilgrims and there were other people nearer at hand with whom they were obliged to trade to keep alive. So, within five years from the signing of the Compact, the beginning of government, the Cape Cod Canal possibilities were under consideration.

Massachusetts was one of the earliest States to build canals as well as enter into engineering projects of all sorts, but few realize that some of these dreams were in the minds of the Pilgrims and that they actually took seriously under consideration their own ability to carry them through to completion, to serve purposes of transportation and industry in their own time.

It took nearly three hundred years for the idea of a canal across Cape Cod to become a reality, inasmuch as not less a personage than Captain Myles Standish proposed such a canal in 1625. We look back upon that lusty Pilgrim of the strenuous life with wonder and admiration in view of the enormous expenditure of money and labor, plus the employment of wonderful machinery, such as gigantic steam shovels, that he could even form an idea that such a waterway would be possible. In his day there was not as much as an iron shovel possessed by anyone in America. The captain was a man of action, rather than theory but he must have been a dreamer to have this Cape Cod Canal vision. To him to think was to act when it came to dealing with Indians under

suspicion, as witness the exploit at Weymouth, and he seldom side-stepped a call to action, unless there was some truth in the legend regarding commissioning John Alden to negotiate the proposal to Priscilla Mullens, in his behalf.

Be that as it may, Captain Myles Standish wanted a canal across Cape Cod, because that route was used by the Pilgrims and the Indians in carrying on their trading one with the other. There is said to have been an "almost natural water course" which the Indians followed before the white men came, but of this we know nothing. If it was there, it constituted an important line of travel between Cape Cod Bay and Buzzards Bay for the Indian canoes.

There is a record that "in 1627 an agent from Fort Amsterdam (now New York) named De Raisiers, and described as the 'chief merchant and the second to the governor,' was sent to establish trading relations with the people of Plymouth. Bradford tells us that De Raisiers sailed up Buzzards Bay 'accompanied by the noise of trumpets.' He was met by the Plymouth people at the head of the bay, then called Manomet. The name has since, however, become Monument, while Manomet is now the headland of South Plymouth." Direct trading with New York has come by means of steamboat transportation through the canal for steamers between New York and Boston, with a port on the canal, but Captain Myles Standish and De Raisiers would have had to live to be considerably over three hundred years of age if they had waited for its accomplishment. The canal is the same route used today as in their day in maintaining friendly relations between the Dutch at Manhattan and the people of Plymouth and Cape Cod, with a plentiful sprinkling of Jews and fifty-seven varieties of Gentiles mixed in with the Dutch and the people from the British Isles.

Goodwin's book, "The Pilgrim Republic," mentions the route as follows: "As their necessities required the development of new fields of commerce the enterprising Pilgrims laid out a route across Cape Cod so that by boating up Scusset River and making a portage of two or three miles, goods could be placed in boats on Manomet River (now Monument River) at a point a mile or two above Buzzards Bay."

There was a trading house erected within three hundred feet of low water mark, on the south bank of the Manomet River. The house was twenty feet wide and twice as long, and served a useful purpose. Two men were in charge of this trading house and a pinnacle which was also built. The goods were brought in boats from Plymouth to the head of the Scusset River, carried over to the Manomet and then boated down to the pinnacle. The Manomet at the point where the trading house was erected was two hundred and fifty feet wide. From this point

the goods were taken to Narragansett Bay, Long Island Sound, and a few years later to the Connecticut River and Manhattan. When the pinnace returned it brought goods taken in exchange.

"The Pilgrim Republic" tells us:

The Cape Cod Isthmus has been happily called the Pilgrim Suez, with Buzzards Bay for its Red Sea and Plymouth as its Apello. The traffic across it long continued, and it became so important that John Alden and George Soule, of the original company, lived several years after a route for the canal had been traced there and had become a subject of interest in the neighboring colony of Massachusetts Bay. But six successive generations have sailed to the unseen shore (written in 1888) and the work is still known as the "proposed Cape Cod Ship Canal." But this seventh generation sees its Pilgrim Suez pierced like its great prototype. New England cannot afford to neglect any such commercial advantage, for empire still follows the setting sun.

In August, 1775, while Washington was besieging the British in Boston, an agile coaster from New York with a hundred barrels of flour for his army, came along the sound and up Buzzards Bay to the old Pilgrim landing and sent the flour in carts by the ancient route to Scusset River. Colonel Cotton was then at Plymouth with a regiment recruited thereabouts largely from the ambitious element driven from the sea by the British cruisers. Among Cotton's officers we find the honored names of Bradford, Alden, Cole, Church, Sanford, Thomas and Wadsworth. Alas, there was no Winslow, for that family was stiffly Tory.

Quartermaster Davis made a detail from this force, placing it under Captain Samuel Bradford. A flotilla of twenty whale boats under Captain Sylvanus Drew, received the soldiers, who then made a five-hour passage to Scusset, relieving the rowers, as the wind served, by making sails of their blankets. They narrowly escaped destruction on Scusset bar. The next morning the boats, taking the flour, rowed cautiously along the shore for fear of the enemy's ships, and by 5 in the afternoon landed their precious cargo at Cohasset, whence it was carted to Washington's camp. In the war of 1812 this route was much used. So the Cape Cod canal route has no small history.

In the Revolutionary War it was considered as a military necessity.

It seems almost inconceivable to us of the present day who have witnessed the great undertaking and the enormous cost involved in building the Cape Cod Canal to learn that it was under date of May 1, 1776, when poverty stalked abroad, when the soldiers in the field were without clothing to protect them from winter cold, with a war already begun, the outcome of which was extremely doubtful, the council had the courage to send down to the House the following:

Whereas it is represented to this court, that a navigable canal may, without much difficulty, be cut through the isthmus which separates Buzzards Bay from Barnstable Bay, whereby the hazardous navigation around Cape Cod both by reason of the enemy and the shoals may be prevented, and a safe communication between this colony and the southern colonies be secured: Therefore

Be it resolved that James Bowdoin and William Seaver Esqs, with such as the House shall join, or a major part of them, be a committee to repair to the

town of Sandwich and view the premises, and determine whether the cutting of the canal as aforesaid be practicable; and they are hereby authorized to employ any necessary assistance of surveyors and engineers for the purpose. The men appointed on the part of the House were Col. Freeman, Brig. Godfrey and Mr. Cushing.

The men appointed on the part of the House were Colonel Freeman, Brigadier Godfrey and Mr. Cushing.

Whether those who proposed this Cape Cod Canal thought it might also serve a good purpose in keeping wild animals out of Barnstable County is unknown, but in 1717 the town of Sandwich took action on the proposition of building "a high fence of palisades or of boards from Peaked Cliff to the northeast boundary between Sandwich and Plymouth, to Wayquaset Bay in Wareham, to keep wolves from coming into the county." Falmouth also took favorable action, regarding it as highly important, but some of the towns beyond the county limits were opposed to permission being granted to the General Court as they did not "wish all the wolves to be shut out of the county upon their own limits."

This fence would have been very nearly over the same line, as the canal intended to unite Barnstable and Manomet bays. Undoubtedly there was much destruction wrought by wolves in those days, and some exaggerated stories have come down to the present generation.

At an earlier period, Woods, in his account of New England, says of the wolf: "One of them makes no more bones to run away with a pig, than a dog to run away with a marrow bone. It is observed that they have no joints, from their tail, which prevents them from leaping or sudden turning. A certain man having shot a wolf, as he was feeding upon swine, breaking his leg only, he know not how to devise his death. On a sudden, the wolf, being a black one, he was loath to spil his fur with a second shot, his skin being worth five or six pound sterling,—wherefore he resolves to get him by the tail, and thrust him into a river which was hard by, which effected, the wolf, not being able to turn his jointless body to bite him, was taken."

This story will do to go with that of Captain Hudson's story of the mermaid seen off Cape Cod by members of his crew, June 16, 1614, referred to on an earlier page in this history.

Sights Seen by a Dutchman—No communication was had between the men of Plymouth and the Dutch settlement at New York until 1627. In that year the Plymouth Colony was visited by Isaack DeRaisiers, who made a report to his government at Manhattan, which included a very interesting word picture of the life at Plymouth, worthy of perusal by people of the present day who would like to know something of the

life of the Pilgrim Fathers and Mothers during the first decade in Plymouth. In his report DeRaisiers mentioned:

At the south side of the town there flows a small river of fresh water, very rapid, but shallow, which takes its rise from several lakes in the land above, and there empties into the sea; where in April and the beginning of May there come so many herring from the sea which want to ascend that river, that it is quite surprising. This river the English have shut in with planks, and in the middle with a little door, which slides up and down, and at the sides with trellice work, through which the water has its course, but which they can also close with slides. At the mouth they have constructed it with planks, like an eel pot, with wings where in the middle is also a sliding door, and with trellice work at the sides, so that between the two there is a square pool, into which the fish aforesaid come swimming in such shoals, in order to get up above, where they deposit their spawn, that at one time there are 10,000 to 12,000 fish in it, which they shut off in the rear at the ebb, and close up the trellices above, so that no more water comes in; then the fish run out through the lower trellices and they draw out the fish with baskets, each according to the land he cultivates, and carry them to it, depositing in each hill three or four fishes, and in these they plant their maize, which grows as luxuriantly therein as though it were the best manure in the world: and if they do not lay this fish therein, the maize will not grow, so that such is the nature of the soil.

New Plymouth lies on the slope of a hill stretching east towards the seacoast, with a broad street about a cannon shot of 800 yards long, leading down the hill; with a crossing in the middle, northwards to the revilut, and southwards to the land. The houses are constructed of hewn planks, with gardens also enclosed behind and at the sides with hewn planks, so that their houses and court yards are arranged in very good order, with a stockade against sudden attack; and at the ends of the streets there are three wooden gates. In the center, on the cross street, stands the Governor's house, before which is a square enclosure upon which four patereros (steen stucken) are mounted, so as to flank along the streets. Upon the hill they have a large square house, with a flat roof, made of thick-sawn planks, stayed with oak beams, upon the top of which they have six cannons, which shoot iron balls of four or five pounds, and command the surrounding country. The lower part they use for their church, where they preach on Sundays and the usual holidays. They assemble by beat of drum, each with his musket or firelock in front of the captain's door; they have their cloaks on and place themselves in order, three abreast, and are led by a sergeant without beat of drum. Behind comes the Governor in a long robe; beside him, on the right hand, comes the preacher with his cloak on, and on the left hand the captain with his side arms and cloak on, and with a small cane in his hand,—and so they march in good order, and each sets his arms down near him. Thus they are constantly on their guard night and day.

Their government is after the English form. The Governor has his council, which is chosen every year by the entire community by election or prolongation of terms. In the inheritance they place all the children in one degree, only the eldest son has an acknowledgement for his seniority of birth.

They have made stringent laws and ordinances upon the subject of fornication and adultery, which laws they maintain and enforce very strictly indeed, even among the tribes which live amongst them. They (the English) speak very angrily when they hear from the savages that we should live so barbarously in these respects, and without punishment.

Their farms are not so good as ours, because they are more stony, and consequently not so suitable for the plow. They apportion their land according as each has means to contribute to the Eighteen Thousand Guilders which they have promised to those which had sent them out; whereby they have their freedom without rendering an account to anyone; only if the king should choose to send a Governor General they would be obliged to acknowledge him as sovereign chief.

The maize seed which they do not require for their own use is delivered over to the Governor, at three guilders the bushel, who in his turn sends it in sloops to the North for the trade in skins among the savages; they reckon one bushel of maize against one pound of beaver's skins; in the first place a division is made, according to what each has contributed, and they are credited for the amount in the account of what each has to contribute yearly towards the reduction of his obligation. Then with the remainder they purchase what next they require, and which the Governor takes care to provide every year.

They have better means of living than ourselves, because they have the fish so abundant before their doors. There are also many birds, such as geese, herons and cranes, and other small-legged birds which are in great abundance there in the winter. The tribes in the neighborhood have all the same customs as already above described, only they are better conducted than our's, because the English give them the example of better ordinances and a better life; and who, also to a certain degree, give them laws, by means of the respect they from the very first have established amongst them.

The savages there practice their youth in labor better than the savages round about us; the young girls in sowing maize, the young men in hunting; they teach them to endure privation in the field.

Door to Freedom Hinged on Fish—Just what the Pilgrim Fathers expected to do to make a living in the New World, when they set sail from Leyden in Holland, it would be interesting to know. Perhaps the desire for freedom and adventure was sufficiently strong in them so that the method of gaining a livelihood was not considered as a major proposition. Harassed and unwanted as they were in England, it is likely they sought new shores with a conviction that whatever was in store for them could be no less desirable than that to which they were accustomed. They expected to be landed in Virginia as there had been some information concerning Virginia spread about England and it had reached the ears of the Separatists. Instead of Virginia, they were set down in New England and, if agriculture entered into their expectations, they could hardly have found a more barren and unpromising piece of land for planting and reaping than that which greeted the first exploring party which landed in the vicinity of Truro. Plymouth looked better, but it was a bleak shore with little profit to be made from agriculture, especially without the means of fertilization. Necessity compelled the first comers to obtain food in any possible way and the oyster beds, clam flats and the cod-fish which abounded in the bay was the answer. At least one hinge to the door of freedom was made of

fish. When agriculture was attempted it was fish, planted with the seed, which enabled the Pilgrims to get their seed back and a little additional for their labor. The sea was from the very first important to the Pilgrims and it is appropriate that the first child born to a Pilgrim mother was born on the salt water, in Provincetown Harbor.

The Dutchmen who followed in the wake of Hendrick Hudson to New York found fertile valleys and splendid opportunities for trading in furs. The Virginia colonists were introduced to rich fields and they became the first Southern planters. All three groups followed the line of least resistance and took advantage of the natural opportunities which presented themselves. If there was an early group who came over with a preconceived idea of what they intended to take up as an occupation, it was those who began a settlement at the mouth of the Kennebec River in Maine and attempted agriculture. After spending a winter there they industriously applied themselves to hard labor for a distinct purpose. That purpose was to shake the dust of the Kennebec country from their feet and sail back to England. They built what they called a "faire pinnace of thirty tons," cast off, hoisted all sail and said "Home, James."

Come what might, it never entered into the intentions of the Pilgrims to return to England, even after the mysterious illness which so sadly reduced their number to a desperate few before the "Mayflower" sailed on the return voyage. All of those remaining alive or any number of them were given the opportunity by Captain Jones to go back to England but they had "set their hands to the plow" or, at least, to the clam hoe or fish line, and withstood any temptation which they might have had to turn back. They looked to the ocean for their livelihood and took to it as eagerly and naturally as their English brothers and cousins of Somerset and Devon.

One of First Return Cargoes Included Slaves—The Pilgrims were exceedingly poor in this world's goods. The Puritans were in better circumstances. It was therefore on the Mystic River, rather than the Jones River, that the first shipbuilding of any consequence began in 1631, when the "Blessing of the Bay," a sixty-ton sloop was launched. Among the first Puritan settlers were many shipwrights, and shipbuilding became a leading industry along the North Shore by 1660. As early as 1640 the "Desire of Salem," the tenderloin of Puritanism, was trading with the West Indies, and one of the commodities was a cargo of slaves. The first Massachusetts vessel to reach China also was a Salem vessel, the "Grand Turk." This was in 1787. Four years earlier, the "Harriet," of Hingham, a sloop of fifty-five tons, sailed from Boston with a cargo of ginseng for China but sold the cargo to some

English East Indiamen at the Cape of Good Hope in exchange for Hyson tea, and returned without completing the voyage. The shipmasters from Plymouth, Norfolk and Barnstable counties' ports who afterwards engaged in the trade with China were both skilled and numerous.

The ship "Columbia" of two hundred and twelve tons, and the "Lady Washington," a ninety-ton sloop as tender, sailed from Boston September 20, 1787, and a year later arrived at Nootka Sound, the fur trading centre of Vancouver Island. This voyage around Cape Horn by these Massachusetts ships, was the first negotiated by North American-built vessels. The ships anchored in a cove and the crews passed the winter in log huts. In the following summer Captain Gray was sent in the "Columbia" to China by Captain Kendrick who commanded the expedition. The "Columbia" reached Canton, exchanged furs for tea, and continued around the world to her home port of Boston. She was the first ship to carry the United States flag around the globe. The guns of Boston roared to welcome her home from a voyage of 41,899 nautical miles and Governor Hancock gave a dinner in honor of the voyage August 9, 1790. The voyage of this little ship was the beginning of the fur trade with the Northwest. In 1801 fourteen out of the sixteen vessels on the Northwest coast-trading expeditions hailed from Boston. Sometimes a ship spent a winter securing a full cargo of furs to carry across the Pacific to the Chinese markets.

According to the "New Bedford Mercury," of May 25, 1849, "The 'Rebecca' was the first whale ship that went around Cape Horn. She was launched in the winter of 1785. Although only 185 tons, the 'Rebecca' was a big ship for those days."

From the War of 1812 to the Civil War the American packet line brought many immigrants to these shores. Many of the packets were commanded by captains who had sailed American privateers in the War of 1812. The packet lines were mostly American-owned and managed but there were few American-born sailors in the crews. They were European jail-birds and rough-necks who went by the name of "packet rats." According to Samuel Samuels, captain of the "Dreadnaught," built especially for him in Newburyport, Massachusetts, "they were the toughest class of men in all respects. They could stand the worst weather, food, and usage, and put up with less sleep, more rum, and harder knocks than any other sailors. They would not sail in any other trade. They had not the slightest idea of morality or honesty, and gratitude was not in them. The dread of the belaying pin and heaver kept them in subjection."

Immigrants from Europe were crowded into the steerage and had to provide and cook their own food. If the voyage was long and many were seasick the immigrants were likely to starve, or become ill and al-

most smothered in storms when the hatches were battened down. Charles Dickens, however, wrote, in 1848 of "the noble American vessels which have made their packet service the finest in the world." The cabin passengers fared fairly well. Ralph Waldo Emerson made a passage on the packet ship "Washington Irving" in 1847 and reported: "I find the sea-life an acquired taste, like that for tomatoes and olives the wonder is always new that any sane man can be a sailor." The sailing packet fought the steamship until the Civil War made steam navigation a necessity and the slower method went into the discard. The packet played a large part in the pioneer days of the republic and brought over many latter-day Pilgrims.

World's Chief Whaling Port Was Here—In early days on Cape Cod, whales were frequently seen off shore and Cape Codders were wont to appraise them in terms of candle power. A whale of a certain size was capable of making a certain number of candles or furnish oil for the whale oil lamps which furnished light in the long winter evenings and also in the early winter mornings, for they were needed early and late to illumine the people at their tasks "in those good old days." All that had to be done was to row out to the whale, kill him, tow his carcass ashore, boil out the oil and, in case of candles, run it into a mold or dip the wicking a few thousand times. It was a man's size job, also furnishing employment for the women and children, but the Cape Codders accepted the task and that was the beginning of an industry which made this vicinity world-famous, especially New Bedford and the island of Nantucket.

There were three varieties of whales especially desirable to whalers and the pursuit of these three took the whaling vessels and their skilled officers and crews to the remote parts of the Atlantic, around Cape Horn to the Pacific, even as far as Japan, and even to the Indian Ocean. The deep-sea sperm whales, valuable for the finest quality of oil and for spermaceti; the right whale, furnishing a lower standard of oil but whalebone used for many purposes; and the bowhead whale, found in the northern latitudes, valuable for whalebone and oil alike. As the demand for whalebone, oil and spermaceti increased, the size of the whaling vessels increased, from the sturdy little sloops with square topsails trimmed by braces leading forward to cleats on the bowsprit and a crew of about thirteen men, to vessels of three to five hundred tons. The models remained much the same, the vessels being built for seaworthiness to withstand rough weather, ice and rough work, rather than for speed or beauty. They presented a far less attractive appearance than the clipper ships, which were things of beauty as well as speed.

Once in the whale latitudes, the man in the crows' nest, high on the main royalmast, kept watch for the spouting of the big game, the hunting of which furnished the most dangerous adventure and keenest thrills, with many hairbreadth escapes in the experience of men devoted to the quest. Harpooners and boat steerers shared in the profits but the pay for members of the crew was small. The owners of whalers made large profits. Many of the members of the crews came from the Azores and the Cape Verde Islands, and many of them, once landing at Nantucket or New Bedford, settled on Cape Cod. They eventually became a numerous element in the population, developed into good farmers and laborers, and, for the most part, desirable residents. Many of the choice berths aboard whalers were held by men from Nantucket and New Bedford, as the boys early developed great skill in the use of harpoons and cherished the ambition to wear the "chock-pin," through the upper buttonhole of their jackets, the badge which denoted that the wearers had taken their whales.

At the outbreak of the War of 1812 there were forty-six whalers using Nantucket as the home port and half this number were lost. The loss was repaired in time and Nantucket reached its highest prosperity in the whaling industry in 1843. At that time the fleet numbered eighty-eight whalers, by means of which the island marketed more refined oil and spermaceti than any other place in America. In 1857 the chief whaling port of the world was New Bedford. Her whale fleet numbered three hundred and thirty ships. All the American whale fleets put together, outside of New Bedford, did not equal this number. Edgartown, Provincetown and Fairhaven had considerable fleets, however. New Bedford continued to control the whale oil market as long as whale oil was used for lighting purposes, but experienced a decline with the introduction of coal oil and illuminating gas.

CHAPTER XXXVI

YOUTH TOOK TO THE SEA AND EDUCATION

Founding of Harvard College Excited Much Interest and Early Colonists Were Among Those Who Took Advantage of its Opportunities—Some Times Corporal Punishment and the Season of Prayer Went Hand in Hand—Some Punishments Which Were Popular as Fitting the Crime in "The Good Old Days"—Provisions of the Courts—Allusion to the Boston Massacre's Legal Side—Sandwich Settled in 1637, Under Direction of Captain Myles Standish and John Alden—Punishment for Duelling—Catching First Sight of a Dead Whale Was Profitable Outdoor Sport—First Suicide—Punishment for Quakers—Preparations for Wars.

Although it was in what is now Barnstable County that the Pilgrims formed themselves into a body politic by a solemn compact and laid the foundation of American liberty, the reputation of Barnstable County, or Cape Cod, has not included much of courts, law and men of the legal profession. Students of history, however, know that it was on this peninsula, shaped like a protecting arm making a gesture of defiance to foes from without, that the majesty of the law and a willingness to lay everything on the altar of liberty whenever liberty was threatened, was at all times apparent. In Barber's "Historical Collections" there was a footnote on page 32 which read: "A very general prejudice has existed in the minds of many people living in the interior against the inhabitants of the Cape; this has risen from the fact, that seamen, as a class, have been considered as more addicted to vice than many others. This opinion, as far as it regards the inhabitants of this country, is erroneous; and it may be safely stated, that in no part of the State are the people more moral, or the institutions of morality and religion more regarded. The inhabitants of the Cape are literally more purely the descendants of the 'Pilgrim fathers' than any others in any part of the State, as very few foreign emigrants have settled among them."

James Otis, distinguished patriot and statesman, was born in West Barnstable, February 5, 1725, and graduated at Harvard College in 1743. He was a type of the patriotic, educated Cape Cod citizen. In the early days it was literally true, according to the words of a local song,

"All the way around the Cape
Is the nearest way to Boston,"

but the long distance from Cape Cod to Cambridge was traveled by the young men of the Cape in as liberal proportion as anywhere in the State to get the benefits of college training.

Prayer Before and After Punishments—One of the Harvard College songs has a refrain "It's a Way We Have at Old Harvard," but some of the ways they had at Old Harvard in the early days never found their way into a song. Thomas Sargeant, a student more than 250 years ago, indulged in some profanity, such as several Harvard students have done in years since. The records of the university say that "Thomas Sargeant was examined by the Corporation: finally the advice of Mr. Danforth, Mr. Stoughton, Mr. Thatcher, Mr. Mather (then present) was taken." This was his sentence: that

being convicted of speaking blasphemous words concerning the H. G. (Holy Ghost) he should be therefore publicly whipped before all the scholars. 2. That he should be suspended as to taking his degree of Bachelour (this sentence read to him twice at the Pr'ts, before the committee, and in the Library. . .) 3. Sit alone by himself in the Hall uncovered at meals, during the pleasure of the President and fellows, and be in all things obedient, doing what exercise was appointed him by the President, or else be finally expelled the College. The first was presently put in execution in the Library. . . . before the Scholars. He kneeled down and the instrument Goodman Hely attended to the President's word as to the performance of his part in the work. Prayer was had before and after by the President.

The above quotation is from Judge Sewall's diary and it was an occurrence during the term of Rev. Increase Mather as president. That being the case it is easy to infer that the president received a great deal of pleasure from the occurrence, since he it was who offered prayer, before and after, and had the special commission to perform of compelling the unhappy Sergeant to sit alone in the hall so long as he wished him there and such exercise as the presidential mind might invent. Still worse might have been the plight of the Harvard student if the administration of the punishment had been delegated to Rev. Increase Mather's son, Rev. Cotton Mather, who derived such unholy pleasure from persecuting witches, as witness the fact of his conduct at the execution of his brother clergyman, Rev. George Burroughs, who was graduated from Harvard College in 1670. "He served as pastor at Falmouth (Portland), Maine, and Salem, Massachusetts. He was accused of having bewitched Mary Wolcott and was condemned on the evidence of condemned witches who affirmed that he had attended witch meetings with them. He moved many to tears by his last words at his execution, but Cotton Mather, who was sitting on horseback in the crowd, reminded the people that Satan often assumes the appearance of an angel of light." This quotation is from the "Century Dictionary and Encyclopedia."

Having a prayer before and after punishment of a boy in Harvard College and always at an execution, a public whipping and other methods of punishment, was much like the custom observed by colored people in the South. It may be the prayers were offered in the same spirit described by Irwin Russell in his poem "Christmas Night in the Quarters":

You bless us, please, sah, eben ef we 's doin' wrong tonight;
Kase den we 'll need de blessin' more 'n ef we 's doin' right.

Many of the early punishments in the stocks, the pillory or on the wooden horse were meted out on Thursdays, because Thursday night was the time for the "Thursday lecture" in the meeting-house. Everyone had to attend religious services that night as well as Sunday, and the punishment of offenders contributed substantially to the entertainment and satisfaction which the colonists derived from journeying to the social centres. Watching the neighbors suffering in the stocks was considered the best part of the gathering. It was a sort of "Amateur night," entertainment, the acts being largely inspirational.

Offenders Lost Title of Mr. or an Ear or Two—Committees of ministers and principal laymen were appointed as early as 1634 to prepare a code of laws for the Massachusetts Colony. This became a custom every year for twelve or fourteen years. In 1648 the whole were collected, ratified by the court and printed. In 1643 four of the New England colonies had united, at the suggestion of the Plymouth Colony, for mutual protection. The articles of union and confederation were signed at Boston May 19, 1643. Thus the colonies of Plymouth, Massachusetts, Connecticut and New Haven became "The United Colonies of New England." By the articles of the confederation, each colony was to appoint two commissioners, who were to assemble by rotation in the respective colonies, and were empowered to enact ordinances of general concern. In case of invasion each colony was bound to furnish a stipulated proportion of men and money. This union rendered the colonies formidable to their enemies, and secured the peace and rights of the country.

Previous to having a code of laws in 1648, some of the sentences were severe. Among other punishments the title of Mr. was sometimes taken away, as the early settlers were careful to give no titles where they were not due. The records show that Josias Plaistowe, for stealing four baskets of corn from the Indians, was ordered to return them eight baskets, to be fined five pounds, and hereafter to be called by the name of Josias, and not Mr., as formerly he used to be. The title of Mr. conferred considerable distinction in those days and was not to be

might not quite measure up to the standard of being called Mr. It was a considerable punishment to have it taken away, after the distinction had once been enjoyed.

Included in the early records we find that "Captain Stone, for abusing Mr. Ludlow, and calling him justass, is fined one hundred pounds, and prohibited from coming within the patent, without the governor's leave, upon pain of death."

Hutchinson's "History of Massachusetts" tells how "Thomas Petit, for suspicion of slander, idleness and stubbornness, was sentenced to be severely whipped and to be kept in hold, and that Robert Shorthose, for swearing by the blood of God, was sentenced to have his tongue put into a cleft stick, and to stand so for the space of half an hour."

The first record of a trial for witchcraft in Massachusetts came in 1648, the same year the first laws were ratified by the court and printed, ready for enforcement. Margaret Jones of Charlestown was indicted for a witch, found guilty and executed, in accordance with the laws of England against this crime. Witchcraft was not something which originated in the colonies. It was a superstition brought from the old country, where it made a hundred times more mischief than in Massachusetts. Margaret Jones was charged with "having such a malignant touch, that if she laid her hands upon man, woman or child, in anger, they were seized presently with deafness, vomiting or other sickness, or some violent pains."

There were no special laws for the punishment of Quakers in 1656, when the persecution of Quakers began, but there was a law against heretics in general, and the court passed sentences of banishment upon them all. Later severe laws were enacted against Quakers. Four persons were executed under a law passed in October, 1658, providing a death penalty for all Quakers who should return after banishment. This law passed by a majority of one vote only.

Previously there had been a law enacted that any Quaker, after the first conviction, if a man, was to lose one ear; and for the second, the other. A woman was each time to be severely whipped. The third time, whether man or woman, the offender was to have his or her tongue bored through with a red-hot iron. Relief for the Quakers came from the British government in the form of an order from the king, September 9, 1661, requiring that a stop should be put to all capital or corporal punishments of his subjects called Quakers, and that such as were obnoxious should be sent to England.

The present constitution of government of the Commonwealth of Massachusetts went into operation in 1780. It was formed by a convention of delegates appointed by the people for that purpose. John

Hancock was elected the first governor and held the office by annual election till 1785.

It is interesting to look back to the convention of 1780 which gave us the Constitution of Massachusetts, and notice how general was the make-up of the delegation, comprising representatives of numerous callings and industries in those days following the Revolutionary War. There were two hundred and ninety-three members and fifty-six were college graduates. There were one hundred and ten farmers, twenty-four clergymen, nine teachers, eight judges, nineteen lawyers, nineteen physicians, thirteen Revolutionary officers and soldiers, one statesman, two gentlemen, eight hotel keepers, five shipmates, two sea captains, five surveyors, five blacksmiths, one yeoman, five jurists, two carpenters, ten public officials, seventeen town officials, two manufacturers, twenty-one merchants, two mariners, one naval officer, one chief justice, one architect, one civil engineer, one President of the United States, two vice-Presidents, eleven presidential electors, seven governors, four lieutenant-governors, one hundred and twenty-five representatives, forty senators, twenty members of the governor's council, five congressmen.

Provisions of County Courts—The first act passed by the General Court relating to county affairs in Massachusetts provided that in each of the three counties, provided for by an act of 1685, courts should be held as defined. The language of the vote was "that there be in the colony three counties, and that in each county there shall be kept annually two county courts, which courts shall be kept by the magistrates living in the several counties, or by any other magistrates that can attend the same, or by such as the General Court shall appoint from time to time, and to make a court there shall be present not less than three magistrates or associates, and in no case shall judgment be given without there be two consenting, or the major part, if more than four judges; and in the absence of the governor or deputy governor, the oldest magistrate shall be president of the court; which court shall have, and hereby have, power to order the choice of juries of Grand Inquest and trials in their several counties, and to constitute clerks and other needful officers; the county treasurer to be appointed and allowed by said court annually."

That was one provision. Another was "that each county court shall have, and hereby have, power to hear, try, and determine, according to law, all matters, actions, causes, and complaints, whether civil or criminal, in any case not extending to life, limb, or banishment, or matter of divorce; that all deeds, bargains, mortgages for houses, rents, lands not already recorded in the public records, or that shall not be recorded before the first county court of each county, shall or may be recorded

in the county where they lie by the county recorder; which shall from and after the first county court that sits in said county be accounted legal and sufficient record for the same, it having been acknowledged or duly proved before the recording; that such county court shall have, and hereby have, power to settle and dispose according to law the estate of any person that dies intestate within the county, and to grant letters of administration and make the probate of wills."

There was another provision: "that county courts have power to make effectual orders about county prisons, highways, and bridges, and when there is occasion, order rates to be made in the several towns and places of the county for defraying county charges, the rates of each town to rate the inhabitants or persons under their constablerick according to the proportion ordered by the county court, and the constable to gather such rates, and be accountable for the same to the county treasurer; that the town clerk in each town annually return the names of such persons to the county court as by the several towns are chosen to serve as constable, jurymen surveyors of highways; that they may take their oaths and be established in their respective places, and the selectmen to be returned to the court of election on penalty of twenty shillings fine for each neglect; that the clerk of the court shall be the recorder of the county, who shall record deeds and evidences for lands lying within the county, who shall be under oath for the faithful discharge of his place; said clerk in open court may administer oaths to witnesses, and in the name or order of court, to grant summons, attachments, warrants, and to sign and give out executions for any judgment obtained in any of the county courts, which shall not be till twelve hours after judgment unless in any particular case the law hath otherwise provided, not then if the court, on any special cause, shall respite the same; that there be a county marshal, who shall always attend said courts, who are empowered to serve all warrants, attachments or summons that are directed to them, and to levy executions, who may require aid in the execution of their office, which shall be yielded on the same penalty, that is, for any to refuse to assist a constable."

A further provision was "that in all criminal cases or misdemeanors, besides their fines or punishments, persons convicted shall pay cost and needful charges of prosecution."

First Legally Trained Judge Heard "Boston Massacre" Case—In colonial days, it was rarely that even the judges had had the advantages of a legal education. Judge Benjamin Lynde, who was chief justice from 1728 to 1746, took his seat on the bench of the Superior Court in 1712, and was the first judge of that court who had been regularly trained to the legal profession. He was succeeded by his son of the

same name and this Chief Justice Benjamin Lynde presided at the trial regarded lightly. In a list of one hundred freemen, four or five might be distinguished by Mr. Goodman and goodwife were the common appellations and even men of great respect and substantial citizens of Captain Preston in 1770 for the riot in State Street, Boston.

In the "Memorial History of Boston," published in 1881, John T. Morse, Jr., at that time editor of the "International Review," tells a story which gives a mental picture of legal affairs of the provincial days in Massachusetts.

For a long time the governors were *ex officio* judges presiding in the Court of Assistants, the assistants being officers of the corporation chosen annually by the freemen at the meeting of the General Court in Easter Term. It might sometimes happen that there was not an educated lawyer among them; though some of the governors were not ill-qualified for the judicial function. John Winthrop, for example, had been educated for the bar in England; so also had Governor Bellingham, who, however, it may be supposed, was more willing to enforce the observance of the laws by others than to abide by them at all times himself. A droll story is told of his courtship, a foil to the popular tale concerning Myles Standish and John Alden. A friend of his, who lodged at his house, was engaged to be married, and the wedding day was at hand; when the governor, upon a sudden finding himself enamored of the lady, "treated with her, and obtained her for himself." The affair was speedily brought to a conclusion "by the governor's marrying himself, without first publishing the banns, as required by law." A Puritan grand jury, however, could not be expected to be a respecter of persons, and the governor was accordingly presented for his unlawful action. The secretary summoned him "to answer the prosecution"; but in his singular combination of characters—governor, chief justice and culprit—he dodged justice with admirable skill. He declined to leave his place on the bench in order to take a position in the dock, and thus, "escaped both trial and punishment."

The outsiders, however, who meddled most with the law's administration were clergymen; nor was their interference always creditable to their sense of justice. Thus an action, apparently in the nature of slander, brought by a minister against a layman, was about to come on for trial, when the Rev. Mr. Barnard, sitting at dinner with the judges, stated to them, that, when the cause should be tried, he would like to make a few remarks. Accordingly, as soon as the plaintiff's counsel had opened the case, the reverend gentleman began interrogating the plaintiff. Not until he had concluded were the more regular proceedings continued. But, at the close of the argument for the defendant, which was larded—rather ungratefully, as it appears—with "many fleers upon the ministry and our churches," the chief justice gave the clergyman another chance; and he thereupon "paid his respects to the court and delivered his speech," and begged the magistrates to dismiss the action, which they forthwith did, glad to get rid of so dirty an affair."

This was only a specimen of the prevailing condition of practice. Thus we hear of an instance where one juror, who was standing out against the eleven others, was called out by the attorney-general and obligingly directed as to what he should do. But when the refractory wretch refused to yield his opinion under such civil entreatment, he was starved into compliance, while his fellows received meat and drink; it being properly enough remarked that it was better that one man should be destroyed than eleven. Verdicts were sometimes rendered to the

effect that there were strong grounds of suspicion, though falling short of proof; whereupon the court would sentence the defendant for such crime as it appeared probable that he had committed, though it had not been alleged in the indictment, nor perhaps even found by the jury. . . . appropriate to such crude and rough-hewn notions were also the manners of the judges, which were represented as execrably bad. They bullied and browbeat the counsel after the old-time English fashion, and promoted their own views rather than impartial justice.

One of the earliest to give character to the bar was John Read, and the breaking up of the prejudice against lawyers was largely owing to his character. James Otis spoke of him as "the greatest common lawyer the country ever saw."

The Compact, signed in the cabin of the "Mayflower" in the harbor of Provincetown, was sufficient for the government of the colonists until 1636 when the Court of Associates set forth a declaration of rights. The laws of England were supposed to be applicable to the colony, although few if any of the Pilgrims, had an adequate idea of those laws.

The declaration of rights by the Court of Associates, November 15, 1636, was practically a declaration of independence, although it is doubtful if the associates themselves appreciated that they were renouncing the authority of English laws and denying to the British Parliament the right to legislate for the colony. This declaration was:

"We, the associates of New Plymouth, coming hither as freeborn subjects of the state of England, and endowed with all and singular the privileges belonging to such, being assembled, do ordain that no act, imposition, law or ordinance, be made or imposed on us, at the present or to come, but shall be made or imposed by consent of the body of associates, or their representatives, legally assembled,—which is according to the liberties of the state of England."

It was enacted that "on the first Tuesday in June annually, an election shall be held for choice of governor and assistants, to rule and govern the plantation." The election was to be by freemen "orthodox in the fundamentals of religion, and having twenty pounds in property." No person was "to live, or inhabit, within the government of New Plymouth, without the leave and liking" of the governor and his assistants." Belknap says this provision "was to prevent the contagion of dissimilar habits and heretical principles from without; and it was fully understood that differing from the religious tenets generally received was as great a disqualification as any political opinions whatever." Offences punishable by death at that time were treason, murder, diabolical converse, arson and rape. The only towns settled at this time were Plymouth, Duxbury and Scituate.

First English Settlement at Sandwich—Thomas Prentice was governor of the Plymouth Colony in 1637 when the first English settlement on

Cape Cod was established at Sandwich by Edmund Freeman and others, many of whom were from Lynn. Captain Myles Standish and John Alden were directed by the court to "go to Sandwich with all convenient speed, and set forth the bounds of the lands granted there" and to see that the qualifications for housekeeping were complied with. Joseph Winsor and Anthony Besse, were among the original settlers at Sandwich and were endeavoring to clear up individual patches of ground but they were severely presented to the court "for disorderly keeping house alone."

It was unlawful to propose marriage unless the Goodman had sufficient worldly goods and was otherwise, in the opinion of those in authority, qualified. There was an enactment: "Whereas divers persons unfit for marriage, both in regard to their years and also their weak estate,—some practicing the inveigling of men's daughters, and maids under guardianship, contrary to their parents' and guardians' liking, and of maid servants, without liberty of their masters; therefore it is decreed that if any man make motion of marriage to any man's daughter or maid without first obtaining leave of her parents, guardian or master, he shall be punished by fine not exceeding five pounds, or by corporal punishment, or both, at the discretion of the court." A few years after this law was enacted a young man was before the court and laid under bonds "not to attempt to gain the affections" of Elizabeth, daughter of Governor Prence.

Stocks and whipping posts were provided in those times in connection with the church and there are records where a man "for working on Sunday" was severely whipped at the post. Another for "Sabbath breaking" was fined thirty shillings and an hour in the stocks.

There are records of fines for "drinking overmuch," for "drinking tobacco on the highway," presumably smoking; "for selling beer at two pence per quart, which was worth but one penny"; "for selling a pair of boots and spurs for fifteen shillings which cost but ten shillings."

Yarmouth was settled shortly after Sandwich, in the summer of 1639, and in October of that year "a pair of stocks and a pound" were ordered by the court for the new town. Under the same date the minister of Yarmouth was tried for some offence, as it is recorded that it was reported that Rev. Mr. Matthews had nothing to say for himself and that some "did hold up his hand and cried 'Fie, fie, for shame'."

Notwithstanding the early settlers wore their beards long, Governor Leverett (1673) being the first New England governor whose portrait we have without a beard, the wearing of long hair was early prohibited. An association of distinguished men in 1649 decreed: "Forasmuch as the wearing long hair, after the manner of the Russians and barbarous

Indians, has begun to invade New England, contrary to the rule of God's word, and the commendable custom of all the godly, until within this few years, we, the magistrates, who have subscribed this paper (for the showing of our own innocency in this behalf), do declare and manifest our dislike and detestation against the wearing of such long hair, as against a thing uncivil and unmanly, whereby men do deform themselves, and offend sober and modest men, and do corrupt good manners."

The women did not escape the busybody tactics of the early law makers any more than at the present time and penalties were fixed for "excess of apparel, strange new fashions, naked breasts and arms, and pinioned, superfluous ribbons on hair or apparel."

However far one resided from the place of public worship, everyone went to "meeting." Young men and women seldom rode, even though the distance was eight or ten miles. Transportation was almost wholly on horseback, the owner on a saddle and his wife on a pillion. Half way blocks were established and, upon reaching one of them, the man and wife dismounted, hitching the horse, to be taken by someone who had set out on foot, who might ride the balance of the distance.

The sexton turned an hour glass when the minister began his sermon and the preaching was expected to end just as the sand ran out. To stop before that time was an offence on the part of the minister and not to finish with the sand was just cause of complaint. Corn and beans were used in voting, the corn representing the ayes and the beans the nays.

No Mavericks in Early Eastham—According to "Our Dumb Animals," in an article published late in 1927, some quaint and curious customs relating to animals and birds existed in Eastham and other Caps Cod towns:

The crow and blackbird situation became so serious an issue that each housekeeper was compelled to kill three crows or twelve blackbirds owing to the damage done by them to the corn. In addition to this obligation placed upon the housekeepers, the town voted that every unmarried man must kill three crows and six blackbirds while he remained single and not until the order was obeyed could he be married. How far this requirement succeeded in remedying the crow situation history telleth not.

All horses in the town were branded with the letter E to distinguish them from animals owned outside the township. Few vehicles were yet in use and walking was not considered a hardship or disgrace. The common method of travel was by horses fitted out with saddles and pillions. A man and a woman rode often together on the same horse, and sometimes a little boy rode before the man, and an infant in the lap of the woman. Horses were made to pace that they might carry their riders more gently.

The colonists seem to have generally admitted that the Indians had a natural right and title in the lands which they occupied. The sachems were dealt with when it was desired to purchase land from the Indians and, whether the Indians understood the verbiage of the deeds or not, there was a passing of papers which caused the colonists to feel that they had something to defend, evidently being early in the conviction, as regards the Indians, that "ignorance of the law" or what a deed was all about, was no excuse.

So far as their standing with other colonists were concerned, the Plymouth organization had no acknowledged right to the soil, beyond possession, until January 13, 1630, when they obtained a patent, under the Earl of Warwick and Sir Ferdinando Gorges Act, which conveyed to "The Council for New England, in consideration that William Bradford and his associates have for these nine years lived in New England, and have their planted a town called New Plymouth, at their own charges" an immense amount of territory. Bancroft says: "The council of Plymouth for New England, having obtained of King James the boundless territory and the immense monopoly which they had desired, had no further obstacles to encounter but the laws of nature and the remonstrances of parliament. No tributaries tenanted their countless millions of uncultivated acres; and exactions upon the vessels of English fishermen were the only means of acquiring an immediate revenue from America."

They acquired rights at Cape Ann, and extensive domains on the Kennebec River in Maine. They had rights on the Connecticut River.

One of the first social diversions of which we have record in the Plymouth Colony was a duel between two young men who attempted to settle an argument according to Old World ideas. With a sword in the right hand and a dagger in the left, according to the record, they fought until each had received a wound and their honor was satisfied. They had neglected, however, to take the Pilgrim army and the Pilgrim laws, "behooveful for their present estate and condition" into consideration. They were sentenced to lie in a public place, neck and heels tied together, for twenty-four hours. This method of punishment was believed by early residents in Plymouth County to be very efficacious in curing men of a desire to fight duels and hens of a desire to set. It is sometimes employed for the latter reason in these days but most of the duelling proclivities have died a natural death.

Rights to a Whale Carefully Safeguarded—At a town meeting held January 17, 1652, an "agreement was made with Daniel Wing and Michael Blackwell for the taking of the fish in Herring River;"—and it was "ordered that Edmund Freeman, Edward Perry, Geo. Allen,

Daniel Wing, John Ellis, and Thos. Tobey, these six men, shall take care of all the fish that Indians shall cut up within the limits of the town, so as to provide safety for it, and shall dispose of the fish for the town's use; also that if any man that is an inhabitant shall find a whale and report it to any of these six men, he shall have a double share; and that these six men shall take care to provide laborers and whatever is needful so that whatever whales either Indian or white man gives notice of, they may dispose of the proceeds to the town's use, to be divided equally to every inhabitant."

So numerous were whales in the bay, and such was the activity of the whalers, that instances were frequent of whales, escaping wounded from their pursuers and dying subsequently, being washed to the shores. Besides these, the grampus and other large fish were often stranded on the flats by the action of the tides.

The contest for the right of whales seems to have been carried on with vigor. It was further ordered, September 13, "that Richard Chadwell, Thos. Dexter and John Ellis, these three men, shall have all the whales that come within the limits and bounds of Sandwich, they paying to the town for the sd. fish £16 a whale." It was also "provided that if any of these three men have notice given by any person who has seen a whale ashore or aground and has placed an oar by the whale, his oath may, if required, be taken for the truth and certainty of the thing, and the sd. three persons shall be held liable to pay for the sd. whale, although they neglect to go with him that brings them word. And if they do not go with him, then sd. person shall hold the sd. whale, and by giving notice to any third man shall have paid him for his care herein £1. And in case there come ashore any part of a whale, these four men, Mr. Dillingham, Mr. Edmund Freeman, Edward Perry, and Michael Blackwell, are to be the judges of the whale before it shall be cut off from, to determine the quantity less a whole whale; and then, without allowing further word, these three men, viz.: Rd. Chadwell, Thos. Dexter, and John Ellis, shall make payment for sd. whale, one-third in oil, one-third in corn, and one-third in cattle, all marketable, at current prices," etc., etc.

According to an early record, in 1702, the town gave to Rev. Roland Cotton "All such drift whales as shall, during the time of his ministry in Sandwich, be driven or cast ashore within the limits of the town, being such as shall not be killed with hands."

Evidently the coming ashore of a whale "such as shall not be killed with hands" was regarded as one of those "acts of God," such as are referred to in matters of law, even to the present day.

In many of the towns the minister was given special rights in dead

whales, and in some of the towns, as has already been mentioned, in the case of Eastham, such property coming into the possession of the town was appropriated directly toward the support of the minister, in much the same manner as most towns in the Old Colony today appropriate "dog taxes" for the support of their public libraries.

In 1684 the town of Sandwich "ordered that inhabitants who are seventy years of age shall be excused from killing the quota of blackbirds."

First Suicide and First Divorce—The first suicide on Cape Cod was of the wife of a prominent inhabitant of Yarmouth, who hung herself in 1677; the same year that the first town meeting of Yarmouth was held.

It was indeed hard to withstand the suffering which must have been a part of every-day life for many people in those early days, but to escape by self-destruction was considered gross infamy as shown by a quotation from the records: In the Massachusetts Colony, "Oct. 16, 1660, the court, considering how far Satan doth prevail upon persons to make way with themselves," in order to "deter therfrom" and "to bear testimony against such wicked and unnatural practise, do order that such persons shall be denied the privilege of the common burial-places of Christians, and shall be buried in some common highway, and a cart-load of stones laid upon the grave as a brand of infamy, and a warning to others."

This method of branding suicides as infamous had nothing to do with Barnstable County only as it was a part of the Massachusetts Colony after the merger of the Pilgrim and Puritan colonies. There are traditions, however, that special burial places were provided—but not in the common highways—for those who died of smallpox or committed suicide, thus medical and theological requirements became blended. There are those alive today who know of the burial places of people who died of smallpox being apart from the usual cemeteries, and can point out such burial spots.

One of the early clergymen of Cape Cod requested that his body be buried in the older cemetery in the town as he feared on judgment day the newer place of burial might be overlooked by the angels delegated to wake the dead. This is an indication of the horror which people in the early days had of being interred otherwise than in the graveyards, usually adjacent to the churches.

There are several old burying grounds on the Cape, some of them overgrown with blackberry vines and hog cranberry, with the remains of a stone wall or an old fence making an attempt to enclose the area of neglected mounds. In some cases the descendants of those buried

there have long since been unknown hereabouts and possibly there are no longer descendants. Some of the graveyards have been kept decently by succeeding owners of the farms on which the burying grounds are situated, simply because they were recognized as resting places of the dead and therefore entitled to respect, even though those interred were of no kin and apparently forgotten by everyone.

No one seems to know the oldest burying ground on Cape Cod. Possibly it is at North Dennis, where an ancient stone marks the place of burial of a son of John Hall, founder of the Hall family in America. Whether the body of John Hall was buried beside the grave over which the stone is still seen no one knows, but it is fair to presume that he was buried on the same farm and possibly in approximately the same spot. John Hall came to this country with Governor Winthrop in 1630 and settled on the Cape in what is now the town of Dennis. There are other stones bearing the names of members of the Hall family and a wooden fence enclosed the spot.

Freeman, in his "History of Cape Cod," says:

"In 1661, occurred the first instance on the Cape, so far as the records supply, of divorce *a vinculo matrimonii*. We regret being obliged to say, the husband was an inhabitant of this town, and for the criminal acts that led to the divorce he was fined and publicly whipt; nor did this punishment suffice—for his continued naughtiness he was 'whipped a second time,' and then disappears from the town."

Law Hard on Indians and Quakers—In 1678, the following appears among the court orders: "This may certify that certain Indians near Sandwich, whose names are Canootus, Symon, and Joel, being apprehended on their confession, and convicted of feloniously breaking open a house and stealing from a chest of Zechariah Allen of Sandwich, £25 in money, and they having lost or embezzled sd. money and no other way appearing how he may be satisfied for his loss, the colony have sentenced the above-named Indians to be perpetual slaves, and empower the sd. Allen to make sale of them in N. England, or elsewhere, as his lawful slaves for the term of their lives." *

The early colonists did not allow any deviation from what they considered orthodox in the way of religious belief, notwithstanding they sought these shores for "freedom to worship God." About 1655 the Quakers appeared and came in for much unpleasant treatment on

* "A sister of John Sassamon was this year claimed as a slave by Joseph Burge; the title being proved, it was ordered by the court that £5 be paid for her liberty." "Many women and children were thus held, throughout the colony—victims of the late war."—Baylies.

the part of the early settlers. So far as Cape Cod is concerned it was a trifle more tolerant than were the Puritans of Massachusetts Colony but in 1655 there was an order of The General Court that "no Quaker be entertained by any person or persons within this government, under penalty of five pounds for every such default, or be whipped." Among others, Nicholas Davis was banished from the Massachusetts Colony upon pain of death, and later settled in Barnstable.

What might be called insult added to injury was an occurrence at Plymouth, where two Quakers, named Rouse and Norton, were imprisoned and, when they refused to be sworn, were publicly whipped. The officer who had administered the whipping demanded his fee of them and, when they refused to pay it, they were remanded to prison and remained there until they promised to leave the jurisdiction.

A fast was observed throughout the Plymouth Colony under order from the court, October 2, 1658:

The court having taken into serious consideration some signs of God's displeasure manifested by his afflicting hand on the country,—partly by his visitation of many families and persons with sickness and weakness, and partly by the unseasonableness of the weather for the ingathering of the fruits of the earth for our own food, and fodder for cattle; as also by letting loose as a scourge upon us those fretting gangrene-like doctrines and persons commonly called Quakers, and not hitherto so effectually blessing our endeavors as we have desired for preventing their infection and disturbance; as also by too much prevailing of a spirit of division and disunion both in church and civil affairs, to the great dishonor of God and discomfort one of another.

At the December term of the court the marshal, George Barlow of Sandwich, was ordered:

Whereas it is observed, that frequently divers of those called Quakers have repaired to Sandwich from other places by sea, coming in at Mannomett with a boat, which practice, if continued, the court conceiveth may prove a dangerous consequence, the court doth empower and authorise you, George Barlow, marshal of Sandwich, etc., that in case you shall have any intelligence of the arrival of any of those called Quakers at Mannomett or any place adjacent upon the coast within our jurisdiction, that you may forthwith repair to such boats, requiring competent aid to go with you, and arrest any such boat or boats, taking their sails and masts from them, and securing them until some of the magistrates be acquainted therewith, and further orders be given you about the same; and likewise that you apprehend the bodies of all such Quakers as shall come in any such boats, or any other Quakers you shall then and there find, and proceed with them as effectually as if you found them within the bounds of Sandwich or any other town within your liberties.

It was resolved at the same meeting, "that a summons be sent for James Skiff to answer to such things as shall be objected against him in regard to traducing the law about refusing to take the oath of fidelity."

Five men and one woman, Quakers, were sentenced at Plymouth,

May 8, 1659, under a previous order of court to depart out of the jurisdiction by the eighth of June on pain of death.

"The blood of the martyrs is the seed of the church" many times and the persecution of the Quakers did not meet with unanimous approval, although those who lifted their voices in their behalf or in criticism of the orders of the court or of those who executed them, were dealt with with corresponding severity. To befriend a Quaker in any way meant disfranchisement and ostracism. Isaac Robinson, son of the revered Rev. John Robinson, pastor of the church at Leyden, was dismissed from civil employment in the Plymouth Colony and his name was stricken from the list of freemen because he dared to take a liberal attitude toward them.

That the Quakers were not diplomatic in their language when put before the court we know full well and we can easily imagine the reaction upon such a dignified official as Governor Prence when he had before him Norton and by him was told: "Thomas, thou liest; Prence, thou art a malicious man." We submit that such language, or its present-day equivalent, would be considered contempt of court by any judge in our own day. It was, without doubt, irritating to this same Governor Prence to receive a letter from Norton in which appeared, among many similar sentences: "Thomas Prence thou hast bent thy heart to work wickedness, and with thy tongue thou hast set forth deceit. Thou imaginist mischief upon thy bed, and hatchest thy hatred in thy secret chamber; the strength of darkness is over thee, and a malicious mouth has thou opened against God and his annointed, and with thy tongue and lips hast thou uttered perverse things."

Secretary John Morton referred to the Quakers as "a pernicious sect that sowed their corrupt and damnable doctrines in almost every town." The answer to this charge of "damnable doctrine" seems to have been made in their "Vindication," published later, which read: "We believe the Scriptures of the Old and New Testaments to be of divine origin, and give full credit to the historical facts, as well as to the doctrines therein delivered, and never had any doubt of the truth of the actual birth, life, sufferings, resurrection and ascension of our Lord and Savior Jesus Christ, as related by the evangelists; without any mental or other reserve, or the least diminution by allegorical explanation."

Eventually King Charles forbade further persecutions of the Quakers, the most obnoxious laws were repealed in Plymouth Colony, and it is stated that "the Quakers became the most peaceful, industrious and moral of all the religious sects," as, indeed, they probably were all the time.

A tract of land, covering 10,500 acres was set apart by the General

Court in 1660 for the exclusive use of the Indians of Mashpee. A grant and deed of this plantation was obtained through the influence of Richard Bourne of Sandwich. In 1666 Richard Bourne had a conference with Governor Prentice in relation to the religious improvement of the Indians who had been under his instruction and he urged that they be allowed to have church fellowship. This was allowed at a subsequent period.

Governor Prince, or Prentice as he wrote his name, died in April, 1673. He had been excused from living at Plymouth for a time and made his home in Eastham, where he was greatly respected. He was succeeded as governor by Josiah Winslow, son of Governor Edward Winslow, the first of the governors born in New England. It was while he was governor that King Philip's War took place.

Governor Winslow died in Marshfield, December 18, 1680, after holding office by several successive elections since the death of Governor Prentice. One of the first acts of his administration had been the restoration of Isaac Robinson, son of Rev. John Robinson of Leyden, and others who had expressed sympathy with the Quakers to the rights of freemen. Thomas Hinckley of Barnstable was the successor to Governor Winslow.

Governor Hinckley was twice disturbed while in office; once when King James II forced all the colonies to surrender their charters; and again when Sir William Phipps was sent by William and Mary as governor-in-chief of the Province of the Massachusetts Bay in New England. He died in Barnstable, April 25, 1706, aged 86, and of him it has been written: "He had stood by the cradle of the colony in its infancy and had been, from first to last, the associate, in weal and woe, of its great and good men, and had lived, himself the chief among the surviving, to see the last chapter written in its immortal annals."

The Edward Winslow mansion in Plymouth, erected in 1754, by the great-grandson of the old governor, a brother of General John Winslow who, at the command of George II transported the Arcadians, was once the property of Dr. Charles Jackson, who clashed with Dr. Morton over the discovery of ether. While it was his property it was the scene of the wedding of Lydia Jackson and Ralph Waldo Emerson. They took their wedding trip in a chaise from Plymouth to Concord.

Indians Defended Cape Against King Philip—In preparation for the King Philip War the Plymouth Colony first furnished one hundred and fifty-eight men and it was ordered by the court that "every man shall take to meetings on Lord's Day his arms with him and with at least five charges of powder and shot." It was further ordered that "every town be garrisoned for the security of families." Men were impressed

for the war from Cape Cod as follows: From Sandwich, sixteen; Yarmouth, fifteen; Barnstable, sixteen; and Eastham, eight.

There was another call in December and Sandwich furnished eleven, Yarmouth ten, Barnstable thirteen, and Eastham nine.

The Sugkonessett Tribe of Indians which had the squaw sachem Awashonks, joined with the colonists in the war against Philip, and Captain Church, who was assisted in communicating with Plymouth from Mt. Hope by members of this tribe, made arrangements with the Indian queen for her braves to play their part. The Wampanoags had some authority over the Cape Cod tribes of Indians but the latter refused to join Philip in his war and really acted as a defence to the Cape Cod towns. The "severest calamity that befell the Plymouth Colony in this bloody war," according to Hubbard, was the blotting out of the force under Captain Pierce at Scituate, fifty English and twenty friendly Indians, at Providence, Rhode Island, in the early part of the war. There were twenty from the Cape Cod towns among the lost.

As the war went on new calls for men and money were received and the Cape towns responded, but the brunt of the war was borne by Rehoboth, Taunton, Bridgewater, Dartmouth, Middleboro and Swansea, the actual warfare being confined largely to that territory.

King Philip was killed August 12, 1676, and his head taken to Plymouth and displayed as a trophy. The war had lasted about two years, during which about six hundred colonists were killed, thirteen towns destroyed entirely, all the buildings burned; and fifty-three towns suffered severely.

The October, 1917, number of the "Cape Cod Magazine" spoke of ancient slackers as follows:

Slackers were not unknown, even in ancient times, and history relates instances where men drafted for service in the King Philip War offered excuses as unique as are some of those of the present day. There appears to have been a home guard, too, for all "competent" boys under sixteen were obliged to join the "town watch." It is recorded that two men of Sandwich were fined two pounds each for not appearing when drafted. General James Cudworth, a valiant and distinguished soldier of Barnstable, on being appointed commander of an expedition against the Dutch, was reluctant to accept the post. After modestly stating that the command was far beyond his deserts, he went on to say that the state of his wife's health was such "that she cannot light a pipe of tobacco, but it must be lighted for her." And he concludes: "Sir, I cannot truly say that I do not in the least waive the business out of an effeminate or dastardly spirit; but am as willing to serve my king and country as any man whatsoever, in what I am capable and fitted for, but do not understand that a man is called to serve his country with the inevitable ruin and destruction of his family."

So far as we know no such unique excuse as the one mentioned was made by any of our Cape Cod young men in the recent draft, but doubtless many were puzzled in trying to reconcile their duty to country and family.

Beginning of Three Counties—A county seat was required for Barnstable County in 1685 and there was considerable influence used to have the courthouse located at Yarmouth, all the arguments being brought to bear. Governor Hinckley and his assistants, Barnabus Lothrop and John Walley, had much to do with getting the location of the county buildings near the centre of the present town of Barnstable. There had been an extension of the Sandwich road that year, the old foot bridges giving way to more substantial structures and these changes had much argumentative weight.

This year, 1685, was important in the annals of Plymouth Colony because it witnessed the division of the colony into Plymouth, Bristol and Barnstable counties and from that time on county government was something new in these parts. There were eight towns included in Barnstable, although at that time Sandwich, Yarmouth, Barnstable and Eastham were the only ones fully incorporated. Barnstable was made the shire town, a courthouse was erected, laws were revised, confirmatory titles given and a county government established appropriate for the new order of things. Falmouth was incorporated the following year.

The laws were printed and published in the several towns, magistrates and associates met to hold court for the trying of actions and there were the usual cases before them of people charged with selling liquors to the Indians, breaking the Sabbath, stealing hogs or suffering them to go at large without rings, for which the culprits were put in the stocks, publicly whipped or made to pay fines.

It was while Governor Hinckley was still in office that a new order of things was set up. King Charles had died and was succeeded by James II. The colony continued for a time its former administration but there arrived in Boston, December 20, 1686, Sir Edward Andros, with a commission from James II, appointing him governor of New England. The affairs of the Plymouth Colony became merged to a large extent with those of the Massachusetts, Rhode Island and Connecticut colonies.

James II pretended that he was only anxious to secure greater toleration but there was much dissatisfaction with having the Plymouth Colony lose its distinctive character and Governor Hinckley petitioned the throne for redress. During the persecution of the Quakers Edward Randolph had been sent over from England and it is related that Randolph, on one occasion, "had the insolence to reprove and even threaten the governor of Plymouth for exacting taxes from Quakers for the support of the ministry." He wrote a letter to Governor Hinckley, June 22, 1686, in which he said: "Perhaps it will be as reasonable to

move that your colony be rated to pay our minister of the Church of England who now preaches in Boston and you hear him not, as to make the Quakers pay in your colony;" a logical sentiment which was not received with the spirit of toleration.

The colonies were soon forced to surrender their charter, by reason of which the colonists were thrown into great alarm. The press was restrained, exorbitant taxes were levied, and it was pretended that all land titles were void and new ones must be obtained by the payment of large fees. Andros is said to have declared that an Indian deed was "no better than the scratch of a bear's paw." Governor Hinckley made answer to the king that all the money left in the colony would scarce suffice "to pay one-half of the charges for warrants, surveying, and patents, if everyone must be forced thereto."

Great was the delight in the colony when the revolution of 1688 occasioned the flight of King James II and William and Mary came to the throne. Each colony reassumed its former powers. Plymouth Colony had existed under a patent from the council of Plymouth and had no charter, as had Massachusetts, Connecticut and Rhode Island, but the General Court of Election assembled at Plymouth in June, as had been the case since the Compact was signed in the cabin of the "Mayflower" and Mr. Hinckley was again elected governor and William Bradford as his deputy.

In 1690 the colonies bore their part in the French and Indian War, which continued seven years, during the reign of William and Mary. The Cape towns furnished their quota of soldiers. At the first call Barnstable County furnished nineteen men but there was soon a second call for forty-six men from Barnstable County, in addition to twenty-two Indians. It was further "ordered that one-third the military in each town shall take their arms with them to meeting on the Lord's Day." This might be termed as "preparedness" in those trying times.

The last Court of Elections held in Plymouth was June 2, 1691, as thereafter the Plymouth and Massachusetts colonies became one government. In fact the charter granted by William and Mary in 1691, united the colonies of the Massachusetts Bay, New Plymouth, the Province of Maine, the territory called Arcadia, or Nova Scotia, and all the tract of land lying between the territories of Nova Scotia and the Province of Maine, into "one real province, by the name of our Province of the Massachusetts Bay in New England."

Again Governor Hinckley had to step down and out of office, as in May, 1692, Sir William Phipps arrived with his commission as Governor-in-Chief, bringing with him the new charter, and at once assumed authority. The old General Court of the Plymouth Colony met once

more, the first Tuesday in July, and appointed a fast for the last Wednesday in August. This was its final act. The Plymouth colonial government had been in existence seventy-one years and during that time had elected six governors, each serving several terms by successive annual elections.

In 1696 Dr. Francis LeBaron came to Plymouth and began the practice of medicine. He left many descendants and was much revered by the people of the Pilgrim town. His coming to Plymouth was by reason of the wreck of a French privateer, fitted out in Bordeaux to cruise on the American coast, on which Dr. LeBaron was a physician and surgeon. The privateer was wrecked in Buzzards Bay, the crew were made prisoners and taken to Boston, the doctor being liberated at the request of the people of Plymouth that he might practice his profession among them.

In 1697 a committee was appointed by the court "to view a place for a passage to be cut through the land in Sandwich, from Barnstable Bay into Manomet Bay, for vessels to pass through and from the western parts of the country, it being thought by many persons to be very necessary for the preservation of men and estates, and that it will be very profitable and useful to the public."

CHAPTER XXXVII

CODFISH THE TOTEM OF MASSACHUSETTS

Days When Massachusetts Maintained A Private and Effective Navy in the Struggle for Independence — Yankee Captain Demonstrated Need for Panama Canal—Much Wealth Taken from Sea by Youthful Commanders—Stories of the "Surprise" and the "Nantucket"—Pirates, Shipwrecks and Buried Treasure—Woman Who Gave up a Tea Room to Become A Buccaneer—Plunder Guarded by Ghosts.

The number plates on more than half a million motor cars in Massachusetts in 1928 bore the picture of a codfish and once again, on land and sea, the codfish has come into its own, typical of the industry which literally kept Massachusetts alive in early colonial days. The "sacred codfish" and "codfish aristocracy" may be words to arouse smiles of contempt and ribald laughter on the part of those as dumb as the codfish itself, but the codfish has a right to hold its place as the totem of Massachusetts. In these days of the fetish of cod liver oil for children and poultry, it should be remembered that for a century and a half New England, not to limit the statement to the Old Bay State, drew its living from the sea. The fisheries were necessary to the settlers in the beginning for physical life, and it was because the people of New England were masters of the sea that the Revolutionary War was won.

With reference to that time in the history of our country, no less a faithful historian than Dr. Edward Everett Hale stated on pages 287, 288, 289 and 290 of the "Story of Massachusetts:"

Strictly speaking, the independence of the nation was won upon the sea rather than upon the land. This truth should be impressed in the "Story of Massachusetts," because in such success, Massachusetts had so much to do. Probably in every year of the war, Massachusetts had more men at sea against the enemy than Washington had on land in the whole Continental army. It seems quite clear that, as the war went on, the nation had more men at sea against the enemy, than the total force of soldiers in the Continental army and the militia.

The navy of the State itself amounted to more than forty vessels, between the beginning and the end, though there was no period when nearly so large a force was in commission. Some of the vessels which make up this number were only purchased by the State, or perhaps chartered for a single voyage.

The tendency of the writers of our history has been to describe in detail the victories and the reverses on the land, but the history of the naval warfare has been and is buried, in old log books or in the journals of young men who are joining in this wide system of adventure. If the readers will recollect what has been said, that on an average, two prizes a day were taken for more than six years, and if it is remembered that the State of Massachusetts sent out fully three quarters of the seamen engaged in such adventure, he will understand how much, of what

is essential to history, is so hidden away in such records. Some extracts from such papers will give an idea of the way in which such young men won the victories of the seas.

The State of Massachusetts, sooner or later, seems to have commissioned six hundred privateers. I think the number was much larger.

Of the naval commanders of that day John Forster Williams was the most popular captain. He had fought some battles with matchless intrepidity, and until the year 1814 was highly honored in Boston as one of the heroes of the Revolution. The battle which he fought in the "Protector," in which he took the "Admiral Duff," was one of the well-contested naval actions of the war, and when he brought his prize into port he was received with all the honors which the little town could give him.

It should be remembered that the number of seamen engaged in the privateer fleet in the Massachusetts State cruisers and in those of the nation amounted in every year to forty or fifty thousand men. This is an enormous proportion of the people of a State which had not more than four hundred thousand inhabitants. If it is also remembered that on the average one or two prizes were brought in every day into one or another of the seaports of the State, it will be easy to see how constant and how intense was the excitement arising from the conditions of the war. In a single voyage of Abraham Whipple, he disguised his ship as a merchantman and made her one of a fleet which an English squadron was conveying from the West Indies to England.

Every night, as soon as it was dark, he captured one of his unsuspecting neighbors. In this way he took ten prizes successively in ten nights, and his prize crews brought eight of them into port successfully. These eight sold for more than a million dollars.

The embattled farmers who "fired the shot heard round the world" at Lexington and at Concord Bridge, were only two weeks in advance of Cape Cod seamen and others of the same calling in this vicinity who manned a vessel, fitted out by the people of New Bedford and Dartmouth and went in pursuit of a prize which had been taken in Buzzards Bay by the British sloop of war "Falcon." The "Margaretta," a king's sloop, and two other vessels were seized by the people of Machias, in the Province of Maine. The armament was placed on another vessel, by the Massachusetts government, under the command of the first naval officer in the American Navy, O'Brien.

When, in September, Washington issued commissions giving power to cut off the supply vessels of the English, it was all the authority the seamen of Massachusetts, and notably Cape Cod, needed. The "Lynch," the "Franklin," the "Lee," the "Washington," the "Harrison" and the "Warren" were at once commissioned by the Massachusetts government. The "Lynch" was named in honor of Thomas Lynch of South Carolina, the youngest signer of the Declaration of Independence, who was lost at sea in 1779.

Massachusetts issued privateers' commissions and there were numerous men from Cape Cod who helped make up the fearless crews. This

was then considered a perfectly legitimate method of warfare, and it was surely no worse than the employment of gas in the World War or the acts of the "Alabama" commissioned in the Civil War. Again Dr. Hale tells in his book already referred to some interesting facts. He says:

In those days no such questions of conscience were asked. All other commerce was endangered by the English cruisers. It was hard for a coaster even to run along the shore without being snapped up by one of their watchful commanders. Here were therefore all the men, who would have been engaged in the whale fishery or the cod fishery or in commerce with the West Indies, with Europe or the rest of the world, ready to go out as privateersmen under any popular commander. Under John Adams's pressure, Congress created a navy before the Declaration of Independence. As the war went on, the new State of Massachusetts maintained its own navy, building or buying its ships. It should be remembered that at this time the building of ships for sale abroad was a very important industry. No finer vessels were built in the world. The names given to these vessels show the spirit of the time. The "Margaretta," after her capture, became the "Liberty." The "Andrew Doria" recalled the name of the "Venetian Doge." There was the "Oliver;" there was the "Cromwell;" there were the "Oliver Cromwell" and the "Protector." The reader will come to some passages from the log of the "Tyrannicide." All these names were used, that kings might remember "that there was a crick in their necks also."

The method of fitting out a privateer was this: some man of enterprise or reputation obtained from the Government a commission which gave him a right to arm his vessel, the "Cromwell" or the "Sally," as a privateer, and to ship a crew. The crew once shipped were under his command, as they would have been in a vessel of the State. But it was generally supposed that the discipline of a privateer was not so severe as that of the national or State vessels. The crew enlisted under an agreement that the profits of the adventure were to be divided among them. Each man had what is called his "lay," varying accordingly to the importance of the service he rendered. To this arrangement they were all accustomed. For all fishing vessels and all whalers went out under a similar communistic arrangement.

The privateer fleet of Massachusetts increased in strength until the end of the Revolutionary War. At the end of the war, the town of Salem alone had fifty-nine privateers in commission, carrying four thousand men. This was a force larger in numbers than the United States had afloat at the outbreak of the Spanish-American War in 1898. There were many privateers owned in this vicinity. In fact privateering had become the business of those who had no longer the fisheries or the regular commerce of olden times to rely upon.

To delve, for a few minutes into early history as relating to the sea, there are some interesting dates to familiarize oneself with. The coast of Massachusetts and Cape Cod in particular was visited by Leif in the year 1000 or 1002. In 1497 Cabot passed along the shore. John Cabot and his son, Sebastian, were Venetian navigators in the service

of England. They discovered the North American continent, an event second only to Columbus' discovery in importance. In 1500-01 Cortereal visited the coast and enslaved some Indians. In 1602 Gosnold made a settlement at Cuttyhunk. In 1620 the Pilgrims arrived at Cape Cod. In 1630 the Massachusetts Colony brought its charter to Massachusetts. In 1631 the "Blessing of the Bay" was launched on July 4. It was the first ship and the great shipbuilding industry had begun.

Reference has been made to the fact that the United States had less men afloat at the outbreak of the Spanish-American War in 1898 than the town of Salem at the end of the Revolutionary War. Those who were afloat, however, gave equally good account of themselves.

Terrific Speed from Ocean to Ocean—Although American history dates back a few years, historically speaking, water transportation has proceeded along the lines of all the important changes since logs became dug-outs, and propulsion has progressed from oars to sail, from sails to steam-driven paddle-wheels and stern propellers. If we wish to include the sagas of the Vikings as authentic history of these shores we can include in our list galleys and Dragon boats of the Norsemen, with their high prows; as well as caravels, shallops, pinnaces, barques, pinckes, busses, ketches, scows, schooners, ships of the line, packets, frigates, whalers, clippers, or what have you?

In time iron displaced wood in shipbuilding and steel-clad warships replaced the ironclads of Civil War days. The building of steel vessels did not arrive at considerable importance in this vicinity until the construction of battleships at Fore River, Quincy, a quarter of a century ago, but an East Bridgewater man, the late Honorable Benjamin W. Harris, for many years judge of the Plymouth County Probate Court, was known as the father of the steel navy, for reasons explained elsewhere in this history.

The steam frigate, with sails and wooden masts and little or no armor fought the battles in the Civil War, not forgetting the low, flat, armored vessel, with a revolving turret, designed by John Ericsson and named the "Monitor." Her two guns saved the Union frigates of wood from the "Merrimac," and her armored deck withstood the rain of shells from the iron-clad "Merrimac."

When the Spanish War occurred in 1898, the United States battleships were large steelclad vessels, with sides of armor plates, with collections of turrets that were revolving turntables, heavily armored, and resting on circular steel bases through which shells and ammunition were hoisted. The masts of metal carried guns. Great engines drove this heavy fighting machine more than twenty knots an hour. One of the gigantic floating batteries of this type was the battleship "Maine," which was blown up in the harbor of Havana, Cuba, February 15, 1898.

The explosion killed or gave fatal wounds to two hundred and sixty officers and men. Others constituted the Asiatic fleet, under command of Commodore George Dewey which sailed into the harbor of Manila, in the Philippine Islands, the first of May, 1898, and took complete possession of Manila Bay. Others composed the North Atlantic Fleet, commanded by Rear Admiral Sampson, and the Flying Squadron under Commander Schley, which, at the battle of Santiago, July 3, 1898, virtually ended the war by destroying Admiral Cervera's Spanish Fleet and "wiped an entire empire off the map in twenty minutes."

There were Plymouth, Norfolk and Barnstable County men with Dewey at Manila, on the battleship "Maine," with Sampson and Schley, but it was with another first class battleship, the "Oregon," which, March 1, 1898, was in dock at Bremerton, in the State of Washington, that people in the vicinity of the three counties had a peculiar interest. Before the blowing up of the "Maine," before President McKinley demanded that Spain should "at once relinquish its authority and government in the Island of Cuba, and withdraw its land and naval forces from Cuba and Cuban waters," the Navy Department began to concentrate the fleet ships. Those in distant waters were ordered to stations in the North and South Atlantic, and it was necessary for the "Oregon" to make a run around Cape Horn to obey orders.

The "Oregon" was under command of Captain Charles E. Clark whose home was in North Easton, one of the boundary towns of Brockton. Under orders sent March 1, he had proceeded to San Francisco and taken on ammunition. He reached there March 9 and on March 12 was ordered to Callao in Peru.

Sailing from San Francisco March 19, the battleship made an average speed of 10.7 knots an hour through the Pacific, arriving at Callao April 4. The "Marietta" had been sent from Panama to purchase coal, in readiness for the arrival of the "Oregon" by the time she reached the Peruvian seaport. Eleven hundred tons were transferred to the "Oregon" in record time, and April 7 Captain Clark was on his way to the Strait of Magellan. He telegraphed the Navy Department: "On account of navigation of Magellan Strait and reported movements Spanish torpedo-vessel near Montevideo, I should recommend 'Marietta' to accompany this vessel. If required, I could touch Talcahuano, Chile, for orders six days after my sailing."

This message was received by Hon. John D. Long, Secretary of the Navy, a Plymouth County man whose home was in Hingham. He answered: "Proceed at once to Montevideo or Rio Janeiro. The Spanish torpedo-boat 'Temerario' is in Montevideo. 'Marietta' has been ordered to proceed to Sandy Point, Patagonia, to arrange for coal. How many tons of coal will you require? The 'Marietta' and 'Ore-

gon' to proceed together. Keep secret your destination. Keep secret this message."

Just before dark April 16, according to the report of Captain Clark, "the anchors were let go on a rocky shelf fringed by islets and reefs in thirty-eight and fifty-two fathoms of water, and they fortunately held through some of the most violent gusts I have ever experienced." A tremendous gale was blowing, the heavy rain making it impossible to see the giant, overhanging cliffs or the narrow winding channel of the Strait, but the battleship worked her way and reached Sandy Point the evening of April 17, having made an average speed of 11.75 knots.

"Wiping an Empire off the Map in Twenty Minutes"—When Captain Clark reached Key West, May 26, 1898, Admiral Cervera was somewhere in the southeastern Caribbean, and Admiral Sampson was seeking him, giving orders to Commander Schley: "You should establish a blockade at Cienfuegos with the least possible delay." With Sampson watching the north coast of Cuba and Schley on the southern shore, almost opposite Havana, Admiral Cervera steered for Santiago, on the southeastern coast of Cuba. This was the situation of the North Atlantic Fleet when Captain Clark arrived at Key West. Sampson headed for Santiago May 29. Naval Constructor Hobson received his permission to carry out a plan which he had by sinking the collier "Merrimac," to block the channel and bottle up Cervera's fleet, and this was attempted June 3. It was a dangerous undertaking and volunteers were asked for. While the plan seemed possible of execution, it must be accomplished under a withering fire from the Spanish fleet, as soon as the "Merrimac" should reach the place where it was proposed to sink her, and it was extremely unlikely that those who accomplished the task would ever return. Immediately volunteers were asked for, every man on every ship in Admiral Sampson's fleet volunteered.

The few men required were selected, the "Merrimac" was sunk, so that Cervera's fleet, when it was later forced to attempt to make a run for the open sea had to pass around the wreck with caution and at a terrible loss in time, contributing to the success on the part of the American fleet when the attempt to escape from the trap was frustrated. Hobson and his men were taken prisoners.

The attempt to escape was made July 3, 1898. The Spanish fleet was destroyed. A few minutes after the "Maria Teresa," the first to come out, passed the sunken "Merrimac," Admiral Cervera's ships were on fire and sinking, and the Spanish sailors on them were dying. The American sailors, in the exultation of victory, started to cheer. Captain John Woodward Philip of the battleship "Texas" halted the expressions of joy on the lips of his men with the words: "Don't cheer, boys, the poor devils are dying."

Fortunes Made by Early Mariners — When a ship sailed from Boston there was very likely in command of her a mariner from Plymouth, Norfolk, or Barnstable County, as all of the coast towns and many at a considerable distance from the coast contained the homes of shipmasters qualified to sail any vessel which ploughed the seven seas. Many of them were owned in Plymouth, Kingston, Duxbury, Marshfield, Hingham, Scituate, the towns on the Cape and elsewhere. Some of them hailed from one of these towns, although the historical records credit them as sailing from Boston. From 1674 to 1714 New Englanders launched 1,332 ships. Lord Bellomont, the royal governor, said: "I believe there are more good vessels belonging to the town of Boston than to all Scotland and Ireland." The Plymouth and Massachusetts colonies built most of the ships for the colonies and carried the bulk of the commerce from Chesapeake Bay to England and from the southern parts of Europe. In 1676, Edward Randolph wrote concerning the ship owners of Massachusetts: "It is the great care of the merchants to keep their ships in constant employ, which makes them trye all ports to force a trade, whereby they abound with all sorts of commodities, and Boston may be esteemed the mart town of the West Indies."

The early seaman were an able lot, taking naturally to the life afloat. Many of them shipped at an age when they would now be in the junior high schools and by the time they reached thirty, or a little past the age when many young men of today are graduating from college and wondering what they are to do for a living, were retiring to snug homes, their fortunes made, and with a wealth of experience and knowledge obtained from knocking about seldom paralleled, even in the complex life of the present day.

There was never any lack of initiative on the part of the early residents of Eastern Massachusetts who thought in terms of ships and foreign markets. Frederic Tudor looked at his father's ice pond in Saugus and thought what it would mean to the people of the West Indies to have a little cracked ice in their toddy. He decided to send a cargo and was ridiculed for his plan, as the wise men of his neighborhood said the ice would melt and swamp any vessel which attempted to transport it. Furthermore the people in the West Indies might view it with curiosity but it would be of no avail to attempt to educate them to use it for refrigeration purposes. Tudor packed ice in white pine sawdust and sent one hundred and thirty tons to Martinique in a brig, to see who was right.

He learned that some of the things which had been told him were true but he stored the ice until people were willing to pay his price for it. He was forced to borrow \$280,000 to carry on his plans and then

the people in this vicinity were convinced that what they entertained as a possibility was true, namely that Frederic Tudor was crazy. The War of 1812 came and passed and Tudor secured from the British Government a monopoly of the ice trade with Jamaica. He also obtained exclusive rights to Cuba and supplied the markets in Charlestown, Savannah and New Orleans.

"Surprise Was Launched in 1850—Previous to 1832 ships had been built on "the cod's head and mackerel tail" plan, but when there came a call for faster ships of larger dimensions and there was a real reason for speed, builders gave their vessels a water line that was concave instead of convex at the bow and stern, and the clipper ships were launched. These were especially brought into play in the rush for the goldfields of California in 1849 and later years. Massachusetts shipbuilders were unparalleled in their ability to provide ships of size and speed to meet any emergency. The first New England clipper ship was launched in 1850 from the East Boston yard of Samuel Hall. It was the "Surprise" of 126 tons.

When the "Surprise" was launched the men who had worked on the beautiful craft were invited to bring their wives, mothers and sweethearts to see the ship glide into the water and partake of a dinner which Mr. Hall had provided for the occasion. The new clipper was launched, fully rigged and with her three skysail yards crossed. A more beautiful ship never plunged into the bay and it was a great event in New England shipbuilding annals. On her maiden voyage to California the "Surprise" reached San Francisco from Boston in ninety-six days, breaking all records. The following year the "Surprise" won twenty thousand dollars in a race to San Francisco against the "Sea Witch" for her backers. She continued on to China, loaded tea for London, and earned for her backers \$50,000 over her entire cost and the expense of the voyage.

The stories which came from California thrilled the young and middle-aged men of this vicinity who lost no time in embarking on the clipper ships, singing as they sailed for the Golden Gate:

Oh, California,
That's the land for me!
I'm going to Sacramento
With my washbowl on my knee.

Many were the men on the seaboard of Massachusetts who engaged in building the clipper ships and they put pride and skill into their work. Many other men sailed in the clipper ships as captains or crew, and many constituted a third class who took passage for California to try their luck in the goldfields. The shipyards hummed with industry and

the ocean became a race course over which the ships sailed with every bit of canvas set. They were under command of marvelous captains, many of them from Cape Cod, who dared to carry royals and studding sails when more conservative mariners had two reefs in their topsails. There were traditions how these skippers drove around Cape Horn to San Francisco with rackings on the topsail halyards and locks on the chainsheets, so that no timid seamen, frightened at the captain's seeming rashness, should tamper with the gear. The Cape Cod shipmasters were masterly navigators, and around the Horn and across to China and Australia the time was cut in halves.

The greatest of all clipper shipbuilders was Donald McKay. He launched at his yards in East Boston in 1850, the pioneer of the fifteen hundred-ton class, the "Stag-hound" of 1,534 tons, whose record of thirteen days for a sailing-ship from Boston Light to the equator was never broken. McKay built an even larger clipper, encouraged by the success of the first. The second was the "Flying Cloud," said to have been the fastest sailing ship on long voyages that has ever flown the American flag. On her first voyage she made the run from New York to San Francisco in eighty-nine days.

There were eleven voyages in less than one hundred days made from Atlantic ports to San Francisco by ships constructed in Massachusetts and of this number seven were made by ships built by Donald McKay. The material used was the finest oak and southern pine, copper fastened and sheathed with yellow metal. Mahogany and rose wood furnished the stanchions, rails and cabins. Some of the captains had a share in the ships which they drove through the seas off Cape Horn at top speed. Some of them received three thousand dollars for the voyage to San Francisco with a bonus of two thousand dollars additional if they arrived within one hundred days.

While the pay for the captain was regarded as almost a fortune in those days, if he won the bonus, wages paid seamen averaged from eight to twelve dollars a month on the California voyages. Cape Cod boys were inclined, although bred to sea faring life, to cast their lot with the gold hunters upon their arrival in California. Frequently their places were taken by foreigners of a poor type and shanghaiing was a common practice. Discipline was harsh and food was poor and it was small wonder that the men were enticed to the streams of California where fortune was said to be found in every pan of gravel.

In one month in 1850 sixteen ships sailed into the harbor of San Francisco from Massachusetts ports.

A few of the "Forty-niners" from Southeastern Massachusetts returned from the California goldfields with wealth, but most of them returned, if they returned at all, with less than they had when they started. More

made money by selling supplies than by digging or panning gold. Hundreds remained in California after the gold rush was a matter of history, indulging in excitement and adventure in the new country.

Nautical Training Ship—An attempt was made in 1927 by Governor Alvan T. Fuller to have the U. S. S. "Nantucket," the Massachusetts Nautical Training ship, given up as an economy measure, but the reaction on the part of the newspapers and the people was such that the bill in the General Court was defeated, and the "Nantucket" still proudly rides the waves. One might as well try to tear down the "sacred cod-fish" in the State house or get rid of the New England conscience by means of a surgical operation.

The "Nantucket" is a barkentine-rigged steamer of 1,261 tons register, with iron hull, 244 feet over all, thirty-two feet beam and draws fifteen feet of water. Her equipment includes a wireless telegraph outfit, submarine signal apparatus, a steam capstan, steam steering gear, complete electrical outfit and the latest appliances for the art of navigation. She has been the instrument for a cadet school which has made her internationally famous. The governor recommended that she be turned back to the navy and that the cadet school be abolished. The contention of Governor Fuller was that the Massachusetts Nautical School was "an elaborate service for the few at the expense of the many, inconsistent with the urgent needs of the commonwealth in other directions."

The opposition on the part of the governor focused attention on the Massachusetts Nautical School and immediately the "Nantucket" had its defenders rise up plentifully. It had never before had so many old friends rise in its behalf and many new ones arose who had never before given any attention to the ship or perhaps ever knew of its existence.

The nautical school was founded pursuant to an act passed by Congress in 1874, authorizing the establishment of public marine schools. By the provisions of this act the governor of Massachusetts applied to the charts, books and instruments of navigation, to train citizens of Massachusetts to become mariners, under instruction of naval officers. In 1892 the U. S. S. "Enterprise" was assigned by the Navy Department for use as a school, but she was not suitable in some ways and was recalled and replaced by the U. S. S. "Ranger." This was rechristened the "Nantucket," when a new ship was built and the name "Ranger" given to it. The new name was selected in recognition of the fact that the first nautical training school in America was established in Nantucket in 1829, by Admiral Isaac Coffin. It was not deemed wise nor appropriate to call it the "Coffin."

The school had been in operation five years when the Spanish War

broke out and one hundred graduates entered the Naval Reserve and gave a good account of themselves. During the World War, in 1917 and 1918, about 300 graduates served as officers in the Navy, Naval Reserve Force and the Marine Corps. Their commissions ran from ensign to commander. Another one hundred and fifty graduates served in the merchant marine as officers, twenty-five of them in command of vessels. There is a bronze tablet on the "Nantucket" in honor of eleven men who lost their lives.

There is a course of study requiring two years and during that time the boys are under as rigid discipline as those who attend the Annapolis Naval or the Military Academy at West Point. Within a month or two of graduation ninety per cent of the boys have started as third officers in the merchant service. The lowest pay received by a third officer is \$150 a month. According to one of the instructors: "We seldom have any difficulty in placing one of our graduates. One steamship line will take all we can send it. There is not a port of the world in which a man showing a diploma from the 'Nantucket' cannot find a berth. There are many Harvard graduates who do not get \$150 a month. The same is true of graduates from the Normal schools and State Agricultural College."

According to Captain Armistead Rush, commander of the "Nantucket" since 1919: "The school adds as much to the maritime prestige of the State as any other single influence. Ninety per cent of its graduates are actively engaged in all branches of shipping. More trained officers are supplied to our merchant vessels and more executives in the 'shore personnel' of our various shipping companies from this school than from any other individual source in the United States. The purpose of the school is to train citizens of Massachusetts for a lucrative profession. This school is remarkably successful in accomplishing its purpose." The statement by Commander Rush is taken from an interview published in the Boston "Transcript," January 22, 1927.

The commissioners of the Massachusetts Nautical School: Admiral Francis T. Bowles, chairman; William E. McKay, Clarence E. Perkins and William H. Dimick. The latter is secretary. It costs approximately \$1,529 to put a boy through the school. His earning power six months after graduation averages \$2,451. The per capita cost to the citizens of Massachusetts, it was brought out when the bill before the General Court for its abolition came up for consideration, was \$0.0165. According to the official report, the ship accommodates 116 students. The Federal Government grants a subsidy of \$25,000 to the State to help pay operating expenses. The cost to the State is less than \$70,000.

During the thirty-five years the school has offered an opportunity for Massachusetts boys who wished to follow the traditions of the Old Bay

State by becoming officers and marine executives, it has enrolled 2,465 students. The number of graduates is 1,231. During the past twelve years more than ninety per cent of its graduates have entered maritime services afloat or ashore. More than seventy of them are master mariners in charge of ships, more than fifty are first officers, seventy-five are second officers, sixty-nine third officers, fifty-one chief engineers, one hundred and forty-six first, second or third engineers in ships scattered all over the world. One graduate is vice-president of the Shipping Board. The commander of the "Leviathan," the largest steamer in the world, is another.

The Boston "Globe" asked pointedly in an editorial about the time the governor's bill was coming up for action: "Our State does not feel it is indulging in favoritism when it educates teachers, farmers, mechanics. This school was established by our legislature, years ago, to meet a void in our school system—to enable boys to receive a first-class nautical training for marine positions. Does Massachusetts today wish to cut off the last link that binds her sons to the sea, enabling them to take their place in the marine world, to help guide American commerce today and tomorrow?"

"Jolly Roger" Often in the Offing—There is another side to the business of seamanship off the Massachusetts coast which contains romance sufficient to feed the spirit of adventure in the make-up of readers of novels and of truth stranger than fiction. The stories of Epenow, Squanto and Samoset have been referred to. The visits of the Norsemen who had the blood of Vikings in their veins are related somewhat in the chapters relating to Plymouth County and something has already been written concerning those who trod the decks under the "Jolly Roger."

As if it were not enough that the colonists had the Indians to contend with, the New England winters which were more severe then than now, and the problems of wresting a living from the rock-ribbed, thin and stubborn soil, with few proper implements to make the task pleasant or otherwise than the hardest physical labor, there were pirates who infested the coast and laid in wait for any opportunity to slaughter the simple agriculturists, smash their houses and meeting-houses in their frantic anxiety to accumulate gold.

Undoubtedly the principal reason that the Pilgrims were not wiped out of existence by the Indians was the fact that the great sickness which had visited these shores before the sailing of the "Mayflower" had reduced them to comparatively small numbers and interfered sadly with their fighting morale. Massasoit may have been actuated by the kindest motives in making friends with the Pilgrims. On the other

hand he might have determined it wise to include them with their fire-arms and military strength with his other allies for a time experimentally, in the belief that white faces worse than the Pilgrims might be coming next. There had been vessels touching the shore of Massachusetts for fifteen years or so and most of those who had landed had been bad actors. The Pilgrims may have appeared to Massasoit as "something else again" and worth trying out as friends, inasmuch as he had it in his power to wipe them out at any time should his disposition and war policy change. By the time the strenuous Philip perched upon the throne of the Wampanoags, it was too late, as Philip found out, through his early entrance into the "happy hunting ground."

The reason the Plymouth Colony was not wiped out by pirates was, perhaps, because there was so little wealth contained in the colony that pirating was more profitable on the Spanish Main, and destroying and sacking Old Panama was the favorite outdoor sport of these cutthroats, with cutlasses in their teeth, gleaming eyes and terrifying mustachios, who constituted "big business" in their day.

The pirates were, however, a menace and Captain William Kidd, Sir Henry Morgan and especially Edward Teach, more familiarly called "Blackbeard" were undesirable neighbors. While they did not actually call upon the Plymouth colonists they were frequently in the offing and the feeling that there is a pirate ship about is always a creepy feeling and not disposed to tranquillity. Whether Mary Read and Ann Bonny, the two women pirates whose stories add to the romance of the days of the buccaneers, took part in any of the acts of piracy off the coast of Massachusetts is not actually known, as these emancipated flappers of their day were not even known as such to their companions in cut-throat circles until nearly the end of their undesirable careers. The life of Ann Bonny, the daughter of a man of considerable wealth, who had been brought up to shine in English society, how she ran away with a young sailor and later became enamored by the dashing young adventurer John Rackam, makes a good story but has, so far as we know, no connection with this historical record. The same is probably true of Mary Read, who at one time conducted the Three Horse Shoes tea room and naturally took the next step into giving nothing at all in exchange for the gold she took.

Captain Thomas Joanes or Jones, for whom the Jones River, flowing from Silver Lake, through Kingston, in Kingston Bay, has been named, has been mentioned by several historians as a most undesirable person, and his record seems to fall far short of that left by most of the passengers on the "Mayflower." Captain Jones, however, remained in Plymouth and Provincetown harbors, with the "Mayflower" and crew, from No-

vember until April, during which time the Pilgrims had the use of the "Mayflower" as a shelter and the use of the "Mayflower's" shallop to do their exploring. They were also assisted by the crew of the "Mayflower" in whatever undertakings they set their hands to do.

According to the records, Captain Jones had sailed the Eastern seas in the corsair "Lion," had been a prisoner in London for misconduct, according to the English law of that day; master of the cattle ship "Falcon" on a voyage to Virginia, and, after bringing the Pilgrims or Separatists from Leyden in Holland to Plymouth Colony, became a buccaneer. In this capacity he commanded the little ship "Discovery" off the coast of New England and Virginia. He captured a Spanish frigate in the West Indies, sailed it into the port of Jamestown, was arrested and shared a pirate's fate.

Possibly he might have had intentions of turning the "Mayflower" into a pirate ship, under the "Jolly Roger," but have decided he would have a most undesirable crew for such a mission, if he attempted to change his passengers into pirates. It is said the "Mayflower" carried several guns, the heavier ones mounted on the spar-deck amidships, the lighter astern and on the rail, with a gun of longer range and a larger caliber upon the forecastle, the guns numbering eight or more in all. All merchant ships of the time carried guns, to defend themselves from buccaneers, and many innocent appearing ships turned piratical crafts after the shore restrictions were removed and the skippers began to feel the freedom and absolute monarchical government which begins after there is about so much water beneath the keel and the shore line is a memory.

Whether Captain Jones would have attacked the Plymouth colonists whom he had landed at Plymouth, if they had possessed sufficient wealth to make it worth his while, while he was a buccaneer off the coast, is a matter of opinion. Had he done so, it would have been in line with the performances of others who are to be rated as heroes or villains, according to preference. Take for instance those historical characters whose exploits interest the youth who studies early Colonial history, Sir John Hawkins and Sir Francis Drake. They were pirates and rascals to the Spaniards. The wealth of the Spanish West Indies and the Spanish Main furnished magnificent adventures and rich plunder, so why bother with the poor colonists at Plymouth and Virginia?

At the present time excavations are being made at Old Panama and riches unearthed which were buried when Morgan destroyed the city, carrying away everything in the way of treasure which did not escape his notice. For such acts as this he was knighted by King Charles II

of England and made governor of Jamaica. This same king had "heard of the harbouring of pyrates and ordered such persons brought to justice," but this evidently meant such pirates as robbed English instead of Spanish, and a swaggering buccaneer chief with plenty of doubloons to squander in the English towns was always welcome, since his ill-gotten wealth was obtained from Spanish galleons. Colonial merchants received goods brought in by the buccaneers, smuggled under eyes of officers who took a share of the loot. Some of the merchants were partners in these buccaneering ventures, to say nothing of making large profits by receiving the goods obtained by force and murder.

Two or three years after the Pilgrims arrived at Provincetown, fishermen and traders were being plundered in New England waters by Dixey Bull. It was estimated at the beginning of the eighteenth century that there were fifteen hundred pirates on the Atlantic coast, and with very feeble resistance offered them. "Letters of marque" were issued to trading vessels, authorizing them to capture enemy ships, should they encounter any on their voyages. Armed with such a license, a ship became a privateer. It was privately owned, not attached to the navy in any sense, and the "letter of marque" covered a multitude of sins and made respectable nearly any crime which a shipmaster and crew might choose to commit on the high seas. They were heavily armed. Morgan carried on his voyage to Panama twenty-two large guns and six small cannon of brass, and as vicious a crew as ever sunk a ship or cut a throat.

Captain Kidd, Blackbeard and Others—Captain William Kidd was an experienced privateersman. He was recommended by Colonel Robert Livingston and others of the gentry of New York as "a bold and honest man to suppress the prevailing piracies in the American seas." The English government turned loose this hijacker among the bootleggers of those days and Captain Kidd, in August, 1691, honestly turned over to the king his tenth share of a prize ship which he took into New York. The governor got a fifteenth share, being an official nearer at hand. Just what Colonel Livingston and his coterie of unscrupulous merchants and hypocritical royal officers received does not appear in the records, but they were evidently well pleased with Captain Kidd's "honesty" since Colonel Livingston secured for him command of the English ship "Adventure," in 1695. Captain Kidd sailed on a cruise to Madeira, Madagascar, and the Red Sea, captured a number of ships, and brought one of them, the "Quedah Merchant," four hundred tons, to the West Indies. Lord Bellomont, the royal governor at New York, waited until he appeared at his headquarters on Gardiner's Island, near New York, offered him a safe conduct to come ashore, and, so far as

Captain Kidd knew, was ready to accept a share in the loot as had been his custom. But Captain Kidd was arrested, sent to England for trial as a pirate and there executed.

There were stories that he had hidden treasure at various places along the Atlantic Coast and, after three hundred years, these stories are still believed and it was not long ago that a company was formed and good money paid in to finance excavating in a spot where some tradition said pirates' gold had been buried.

Blackbeard, the most notorious and blood-thirsty pirate who ever raided the Atlantic Coast, had one of his rendezvous at Charlotte Amelia, Virgin Islands, now owned by the United States and used as a naval base. The writer visited Blackbeard's Castle in 1924 and took "afternoon tea" with some nurses at the United States Naval Hospital on the porch of the castle. It is a beautiful location and the neighbors there are much more desirable since Blackbeard got his just deserts at the hand of Lieutenant Maynard of Virginia.

Blackbeard was so called from his long black beard which he wore plaited in two braids. He was a swash-buckler supreme. Dressed in silk and velvet with great silver-buckled shoes, Edward Teach—for such was his name—was wont to carry a dirk and cutlass, a brace of pistols in his belt, six additional pistols in a sling about his neck and chest, large earrings suspended from the lobes of his ears. Thus equipped he was in every way dressed to sing a song in a comic opera or to command other murderers of the sea. The latter was his trade, after serving apprenticeship as a privateersman against the French in the West Indies. As a pirate, his first ship was the "Queen Anne's Revenge," carrying forty guns. In this he raided the Atlantic Coast and became the terror of the deep, looking the part, bristling with arms.

Blackbeard's Castle on Government Hill, St. Thomas, was built by Carl Baggert in 1674. When Teach lived there, he is said to have had fourteen wives, and among his social diversions was to take his crew to his comrades in the hold of the ship, half suffocate them by burning brimstone matches, blow out all the candles and blaze away with his many pistols, right and left, at random, relighting the candles to see what results had been obtained.

Blackbeard and his heavily armed ship and crew arrived off Charleston, South Carolina, one day in 1718, and a boat was sent ashore with a message from the pirate captain to Governor Johnson. The message contained a list of drugs and the notification that unless they were immediately sent out in his boat he would present to the city the heads of several citizens of that city whom he had captured and taken from a ship on its way to England. One of the men was a prominent

Charleston merchant named Samuel Wragg. The drugs were sent and Captain Teach, after robbing the captives of their possessions, sent them ashore with thanks for the supply of medicines. He then sailed away, flying the black flag.

Governor Johnson hastened fitting out the sloops "Henry" and "Sea Nymph," each with eight guns and a crew of seventy men in pursuit of the pirate. Instead they captured Steve Bonnet and his big vessel the "Royal James." Captain Bonnet was another cutthroat and good-riddance, but Colonel Rhett, in charge of the expedition from Charleston, was greatly surprised to find he had not Blackbeard in his clutches. Bonnet made his escape and hid on Sullivan's Island, but was recaptured and again taken to Charleston. The expedition continued its search for Blackbeard but was again surprised when it captured Richard Worley's crew on the "Eagle." Worley, another buccaneer, had been killed in the fighting. The "Eagle" was a ship that had been carrying indentured servants from England to Virginia, and had been captured by Worley. When the hatches were lifted thirty-six women were found in the hold.

The Charleston expedition did not overtake Blackbeard, but two small ships from Virginia, the frigates "Lime" and "Pearl," had a desperate encounter with him, under command of Lieutenant Maynard. The latter gave the desperate pirate his death blow but not until Teach had received twenty sword cuts and many pistol wounds.

The pirates made the Bahama Islands the base of their marauding expeditions and the scene of their debaucheries, to a large extent. In 1718, when Captain Woodes Rogers, R. N., the rescuer of Alexander Selkirk from Juan Fernandez, was appointed governor, piracy was suppressed, by his vigorous scouring of the seas. He caused no fewer than eight of the chief offenders to be hanged in one day.

There are places in Plymouth County, also on Cape Cod and on the Massachusetts islands where, tradition says, the pirates buried their treasures. Not many years ago a company was formed for the purpose of making excavations, following the directions which someone claimed had been discovered among the valuable papers of a person long since gone to his reward. Considerable stock was sold to those willing to try anything once but no digging was ever done and the buried treasure remains as before.

In the spring of 1718 the "Widah," a pirate ship carrying twenty-three guns and manned by one hundred and thirty men, was forced ashore and the whole crew, except one Englishman and an Indian, were drowned. This piratical craft, captained by Samuel Bellamy, took seven vessels in the vicinity of Cape Cod, and transferred seven of the

pirates to one of the prize ships. The pirates celebrated their victory by getting drunk and, while they slept, the captain of the captured vessel ran her ashore on the back of the Cape and the seven pirates were secured. Six of them, upon trial before a special court of admiralty, were found guilty and executed in Boston, November 15.

Some of the ships which have gone down into Davy Jones' locker off the sandy shores of Cape Cod have carried with them pirates and plunder. The story of such a ship and such a crew is included in "Collections of the Massachusetts Historical Society," as follows:

No shipwreck is more remarkable than that of the noted pirate Bellamy, mentioned by Governor Hutchinson, in his history. In the year 1717, his ship, with his whole fleet, were cast on the shore of what is now Wellfleet, being led near the shore by the captain of a scow, which was made a prize the day before, who had the promise of the scow as a present, if he would pilot the fleet in Cape Cod harbor; the captain, suspecting the pirate would not keep his promise, and that, instead of clearing his ship, as was his pretense, his intention might be to plunder the inhabitants of Provincetown.

The night being dark, a lantern was hung in the shrouds of the scow, the captain of which, instead of piloting where he was ordered, approached so near the land, that the pirates' large ship, which followed him, struck on the outer bar; the scow, being less laden, struck much nearer the shore. The fleet was put in confusion; a violent storm arose; and the whole fleet was shipwrecked on the shore. It is said that all in the large ship perished in the waters except two. Many of the smaller vessels got safe on shore. Those that were executed, were the pirates put on board a prize schooner before the storm, as it is said. After the storm, more than a hundred dead bodies lay along the shore. At times, to this day, there are King William and Queen Mary's coppers picked up, and pieces of silver, called cob-money. The violence of the seas moves the sands upon the outer bar; so that at times the iron caboose of the ship, at low ebbs, has been seen.—Vol. III, p. 120, "Collections of the Massachusetts Historical Society."

For many years after this shipwreck, a man, of a very singular and frightful aspect, used, every spring and autumn, to be seen traveling on the Cape, who was supposed to have been one of Bellamy's crew. The presumption is that he went to some place where money had been secreted by the pirates to get such a supply as his exigencies required. When he died, many pieces of gold were found in a girdle, which he constantly wore. Aged people relate that this man frequently spent the night in private houses, and that, whenever the Bible or any religious book was read, or any family devotions performed, he invariably left the room. This is not improbable. It is also stated that, during the night, it would seem as if he had in his chamber a legion from the lower world; for much conversation was often overheard which was boisterous, profane, blasphemous, and quarrelsome in the extreme. This is the representation. The probability is, that his sleep was disturbed by a recollection of the murderous scenes in which he had been engaged, and that he, involuntarily, vented such exclamations as, with the aid of an imagination awake to wonders from the invisible regions, gave rise, in those days, to the current opinion that his bed chamber was the resort of infernals.—Alden's "Collection of Epitaphs," Vol. IV.

CHAPTER XXXVIII

CUSTOMS IN "THE GOOD OLD DAYS"

Observance of Christmas One of the Things Forbidden by the Pilgrims—Necessity Made Farmers Out of Them—Methods of Killing or Discouraging Crows and Certain Animals—Ordination Services and Sermons Against Woman's Garb—May Training and Other Customs—Coming of the Tin Peddler and Other Yankee Traders—"Good Old Days" A Myth.

Readers who care to tune in on the yesterdays of America will always find a description of the Colonial customs and a record of the occurrences not only interesting but unique. Around the threshold of freedom were enacted dramas such as took place no where else in the world. The "First comers" were practically all of common ancestry, very fond of carrying on some of the traditions of the British Isles and with definite ideas concerning such customs as they intended to disregard or forbid, including some which made them Separatists and inspired their emigration to the New World. The knowledge which they possessed of husbandry was not adapted to the untamed wilderness. Their new neighbors, the Indians, taught them the system of cultivation adapted to life in the forest.

The arrival of the Pilgrims at Plymouth was just in time to begin the building of homes at Christmas and that day was one in which the men of the "Mayflower" company were busily engaged. According to the English custom religious and social rites were observed with great joy, but this was one of the things which the Pilgrims intended to break away from. It wasn't done in Plymouth. It wasn't done in the Massachusetts Colony later, when the Puritans arrived and made laws to have it definitely understood that, from the Puritanical point of view Christmas was "a superstitious festival."

Christmas Observance Considered Idolatrous—The old Blue Law in relation to Christmas read substantially as follows: "On account of frequent burglaries on Christmas Day, which is a superstitious festival introduced from the Old Country, it is hereby enacted that for the future any Bostonian caught celebrating Christmas in any way will be fined five shillings for each and every offense."

The house in which Benjamin Franklin was born in Boston was visited by burglars on Christmas Day in 1758 and other trouble was caused. It was claimed that Boston people in those days largely cele-

brated Christmas by going to the Common and getting tipsy, much the same as has been the popular way of observing New Year's in New York and some other cities.

The real reason why the Puritans and possibly the Pilgrims were so averse to observance of Christmas was because they regarded any kind of observance of that festival as papistical and idolatrous. Thanksgiving was honored by both religious and social rites but "the season wherein our Saviour's birth is celebrated," according to Shakespeare, found no favor in the eyes of our forefathers. Cotton Mather referred to "Christmas revels" and "Shroves-Tuesday vanities," in the many outbursts of denunciation for which he was famous.

Land Hunger Was Not Love of Agriculture—It has been said that land hunger, sharpened by the land-holding customs of feudalism, brought the greatest number of people from England to the New World. The Jamestown folk preceded the Pilgrims by thirteen years. There were many others coming in another thirteen years. It was possible to be independent in America in one sense of the word, but it meant starting a new life in a wild country, with conditions hard. They must fight or die. They must subdue the forest and its wild life and the red men who were as much at home in it as the wild beasts. The agricultural tools which were brought were pitifully inadequate, even had the Englishmen possessed any desire to become farmers. It was quite different than when the Germans and Scandinavians took up the western lands. They needed to make no adjustments to the rigorous climate, as they were accustomed to that of the rugged northland, and they understood and delighted in husbandry.

It was necessity which made farmers out of the early Americans; nothing else. It was after the Revolution that men in America thought seriously about better farming.

As the tendency grew for men to associate themselves together for mutual aid, and as the activities of the people became more complex, it was necessary for the State to have certain boards and commissions to supervise and regulate many activities. This led to the formation of the State Board of Agriculture, which for three-quarters of a century has played an important part in the development of the agricultural resources of the Commonwealth. The first farmers' organization to be organized in the country, which is still in existence, is the Farmers' Club of Halifax.

The appointment of Henry Colman as commissioner of the Massachusetts Department of Agriculture in 1836, was the step taken to establish the importance of science as especially applicable to agriculture, and awaken an examination of the subject which produced the Central

Board of Agriculture March 20, 1851, with Hon. Marshall P. Wilder as president. He was president of the Massachusetts Board of Agriculture, later president of the National Horticultural Society and the National Agricultural Society. He spent much time and money to bring about the establishment of the Massachusetts Agricultural College.

Peregrine White, the first English child born in New England, planted apple trees in Marshfield. He also planted an orchard on Boston Common. He was one of the Pilgrims who promoted Pomological possibilities and started the great fruit industry in the Plymouth Colony and in Massachusetts. Less than fifty years ago one of the apple trees in Marshfield planted by Peregrine White was still bearing good fruit, in spite of its great age. Governor Winthrop planted a Pippin tree on one of the islands in Boston Harbor. Governor Endicott planted a pear tree in Salem which lived in spite of the witches and still bears fruit in pears.

The Massachusetts Society for Promoting Agriculture was organized in 1792 and among its one hundred and forty-seven original members were John Hancock who as governor, approved the act of incorporation; John Adams, Samuel Adams, Fisher Ames, George Cabot, John Brooks, Elbridge Gerry, William Heath, Benjamin Lincoln, Samuel Phillips, James Sullivan, and other eminent Massachusetts men, prominent in so many ways. The contributors to its original fund raised "to be distributed in premiums for the encouragement of useful discoveries and improvement" were largely descendants of the first comers to Plymouth or Boston.

Dr. Gilbert, commissioner of agriculture of the Commonwealth of Massachusetts, made an address at the fiftieth anniversary of the Massachusetts Agricultural College at Amherst a few years ago. His closing paragraph of a most enlightening and able address, some facts from which have been mentioned in this chapter, follows:

"I believe that the future prosperity of Massachusetts will depend in no small measure upon the opportunities which are given this college for service. Massachusetts is and always will be primarily an industrial State. But the success of its industry will depend in considerable degree upon its ability to grow food nearby and to feed the workers in its factories at minimum cost. This college is destined to play an important part in this program. Young men must be trained in ever-increasing numbers to become agricultural leaders and commercial farmers. Of all the activities which Massachusetts encourages and actively supports, I believe as time goes on, it will be ever increasingly demonstrated that the Massachusetts Agricultural College is one of its best investments."

One of the most recent advances of the college is the development of

the extension activities. There are 20,000 boys and girls carrying on organized agricultural projects, and it is estimated 100,000 doing agricultural work of some sort.

Bounties Offered for Extermination of Crows and Animals—In Colonial days bounties were paid to those who killed crows, blackbirds, foxes, wolves and wildcats. In many towns every male inhabitant was required to kill a certain number of blackbirds each year or be fined for his lack of good citizenship. The attempt of 1927 to have an act passed by the General Court to pay bounties on all crows killed in the Commonwealth shows that three hundred years has not been long enough to exterminate that bird, greatly revered by the Indians.

There was a time when owners of large estates were required to keep a "sufficient mastive dog for the better fraying away wolves from the towns." Owners of smaller real estate possessions were let off if they kept "a hound or beagle." Wild animals destroyed by dogs might be exhibited before the proper town officials and bounties collected, the same as if the animals had been shot. There is a record how John Pierce of Rehoboth "brought a wildcat's head before the town and his ears were cut off by the constable before two selectmen." The bounty on wildcats in that town was five shillings. Other towns paid a similar amount but Rochester required the entire carcass of the wildcat. This must be taken "to one of the selectmen with both ears on, to be cut off."

Early in the nineteenth cenury the town of Wareham paid a bounty of "three shillings for old ones, and one shilling for young ones pup-pied this year," speaking in terms of foxes' heads.

There were never a sufficient number of rattlesnakes in Plymouth Colony to cause bounties to be paid for their killing, but in Dedham one sixpence was the bounty, requiring as proof of the killing "an inch and a halfe of the end of a rattle snake's tail with the rattle." Each year of the present generation a few rattlesnakes are killed in the Blue Hills of Milton, where there are abundant rocks for a cover for them, but it needs no bounty to spur on one who comes in contact with one to kill the reptile.

There appeared in the "Old Farmer's Almanac" in 1804, advice "To prevent crows pulling up Indian Corn," as follows:

A farmer has communicated to the editor a sure method to prevent crows visiting corn fields, which he has practiced for some years, and has ever been attended with the desired effect. As those mischievous birds have been very troublesome for some years past to many farmers, the following method is thought worthy the public attention.

Take three or four old shoes, that are worn out, and fill the toes of them with sulphur, or the roll of brimstone broken small, make a fire with chips, or any small

dry wood in or near the middle of your corn field on a flat rock, or on the bare mould (a rock being preferable), after planting your corn field, then lay the toes of the shoes on the fire and let them continue until the leather be burnt through, and the brimstone has taken fire; then after sticking down poles of ten or twelve feet in length at each corner of your field, and inclining them towards the centre, make a string fast to the heel quarters of each shoe, and tie it fast to the top ends of the poles, letting the strings extend half way down, and then swinging, not to interfere with the poles; and no crows will alight on your field that season.

Putting the Rum in Decorum—One of the social events in the old days was that on which the minister received his ordination. This did not occur very often as most of the ministers, once settled, remained in the town for a generation or more and many others were settled for life. In some cases it was understood that if the minister did practically all the work of improving the ministerial lands, such as fencing the meadow, his heirs were to have the fence rails after his decease, as was the case in Wareham with Rev. Noble Everett.

At the ordination of a minister the whole town turned out. It was a great day at the tavern and the town took on the dignity and unusual bustle common in these days when a convention is taking place. Idlers gathered around the whipping post and the stocks and recalled the scenes which they had witnessed on "fifth day lecture occasions" and others, and good-naturedly joked with some of the victims concerning their "day in the stocks." Then the fifers and drummers broke the period of social intercourse around these "social centres," and all fell in line and marched into the meeting-house for the solemn service which was practically a life sentence for the clergyman who was about to "come into their midst." The day's events cost more than he would receive in a year's salary and, in one parish, some of the items entered in the town book as necessities were: twenty-five gallons wine, two gallons brandy, four gallons rum, six barrels cider, loaf sugar, lime juice and pipes to the amount of one pound and twelve shillings. The town also assumed the care of thirty-two horses four days and there were 433 dinners and 178 suppers and breakfasts, but whether these enriched the tavern keeper or how they were supplied the book did not record.

So far as the salary was concerned, it may have been similar to that furnished Rev. Edward Pell by a Cape Cod town: one hundred and thirty-five bushels of corn, fifteen bushels of rye, ten bushels of wheat and thirty-six cords of firewood. This same Parson Pell was evidently sincere in the belief which was preached from the colonial pulpits that, on Resurrection Day, the dead came out of their graves clothed with the same mortal body which they had before death, as when he died in 1752, after ministering to his Cape Cod flock only five years, he

requested his friends to see that his body was buried in the old graveyard. There was a new graveyard, well shaded with pine trees and he feared his body "might be overlooked in the resurrection."

At the ordination services there was reading from the Psalms, sometimes selections from Thomas Allen's "Invitation to Thirsty Sinners," one long prayer, singing of a psalm, following the lead of the oldest deacon, who first read each line aloud in the most solemn manner, another long prayer and then the most impressive ceremony of all, the laying on of hands by the elders of the church. The ordination sermon followed, a charge by a visiting minister, offering of the right hand of fellowship and the concluding prayer and blessing.

All the dignitaries of the colony were on hand and so large was the crowd that the boys usually twined themselves about the supports of the roof, in lieu of other decorations. Everyone was seated according to his social standing, "His Majesty's Commissioners of ye Customs on a high seat by ye pulpit stairs." The governor was on hand dressed in a black coat, bordered with gold lace, and wearing puff breeches, with gold buckles at the knees, and white stockings, making frequent use of a snuff box, always with great dignity but not always in silence.

In a diary kept by Rev. Thomas Smith of Falmouth appears this significant entry, concerning an ordination which he attended: "January 16, 1675, Mr Foxcroft was ordained at New Gloucester. We had a pleasant journey home. Mr Longfellow was alert and kept us all merry. A jolly ordination. We lost sight of decorum." Evidently it was a party which put the rum in decorum.

Evidently style in women's apparel has been a favorite topic for sermons from the time of the garb of Eve to the present day. There is no doubt about it in this country. Early Colonial ministers paid their respects to the Colonial dames and thundered their warnings with many a wise shake of the head and crooked finger in the air. The ministers did not agree any more than they do today but their counsel was taken more seriously withal, and caused many heartaches and cringes of conscience between Sundays. Roger Williams at Salem preached in favor of women wearing veils in the meeting-house. Rev. John Cotton in Boston said wearing of veils was a shame, because married women had no pretense to wear them as virgins, and "no woman should choose to wear them, by the example of Tamar, the harlot."

Men were criticized for wearing long hair or periwigs. Rev. George Weekes preached at Harwich in which he said: "To see the greater part of Men in some congregations wearing Perriwigs is a matter of deep lamentation. For either all these men had a necessity to cut off their Hair, or else not. If they had a necessity to cut off their Hair,

then we have reason to take up a lamentation over the sin of our first Parents which hath occasioned so many Persons in one Congregation, to be sickly, weakly, crazy Persons. Oh! Adam, what hath thou done?"

The same parson paid his respects to the style for women about 1740 when he said: "The Sin of our first Parents hath occasioned a necessity for our wearing of Cloths whilst we live in this world. We should take heed, that we become not guilty of breaking the sixth Command by following such fashions as have a tendency to destroy our Health. We should take heed, lest we provoke God to anger against us by following such fashions as are contrary to the seventh Commandment. And therefore it is, that I have been and am still of the mind, that Women by wearing their Hoops, and laying their Breasts bare, become guilty of breaking the seventh Commandment."

Much have been said in recent years about clergymen speaking from the pulpit upon all sorts of topics, instead of confining their teachings and advice to sacred things, "as was the custom in the good old days." The ministers in the Plymouth Colony were just as disposed to talk by the hour upon secular topics as the most up-to-date and meddlesome minister of our own time and go far beyond anything which a clergyman of the present day might say without being asked to resign, summarily dismissed or thrashed by some unjustly outraged member of the congregation. The clergyman of long ago gave instruction to his congregation as a matter of course, how they should vote. As those who were not church members could not vote, according to law, and those who were church members were almost invariably regularly in the meeting-houses and the words of the clergy generally accepted as of divine origin, something of the influence of the clergy can easily be imagined. The election sermon was one of the events of the year.

Then, in addition to the Sunday sermons, two or three hours in length, there was the Thursday lecture. These were never missed by able-bodied people of the town as it was at the Thursday lectures that all the gossip of the community was heard, offenders were "bawled out" before the congregation, placed in the stocks or on the pillory, and publicly whipped. If one stayed away from a Thursday lecture at the meeting-house he lost touch with all that was going on and missed all the entertainment in the town.

The minister took a fling at fashions two hundred and seventy years ago, as is done today. Rev. Nathaniel Ward said in a sermon, he would borrow "a little of their loosed tongued liberty and misspend a word or two upon their long-waisted but short-skirted patience. I honor the woman that can honor herself with her attire; a good text always deserves a fair margin but as for a woman who lives but to ape the

newest court fashions, I look at her as the very gizzard of a trifle, the product of a quarter of a cipher, the epitome of nothing; fitter to be kicked if she were of a kickable substance than either honored or humored. To speak moderately, I truly confess, it is beyond my understanding to conceive how these women should have any true grace or valuable virtue, that have so little wit as to disfigure themselves with exotic garbs, as not only dismantles their native, lovely lustre but transclouts them into gaunt bar-geese, ill-shapen shotten shellfish, Egyptian hieroglyphics, or at the best into French flirts of the pastry, which a proper Englishwoman should scorn with her heels. It is no marvel they wear drails on the hinder part of their heads; having nothing, it seems, in the forepart but a few squirrels' brains to help them frisk from one ill favored fashion to another."

The town of Wareham in 1806, voted "To procure Rales anuf to Fence the min ner stree Fresh meddo the Rev Noble Evrit to make the Fence & keep it in Repare."

In another town action was taken, contingent upon whether the minister "will fence with cedar" the glebe or ministry meadow and, if so, his heirs "may have the fence after his decease."

A Wareham parson a few generations ago was hired to sweep the meeting-house at a salary of three dollars a year, as an additional stipend, he to "winge or rub down the principal seats" on the day after the sweeping. This probably left him free to pass by the seats intended for Indians and Negroes or possibly those occupied by "wretched boys," who might do their own dusting. This minister also ran a fulling mill to extract grease from homespun cloths made by women in the neighborhood.

In many towns the early minister was also the physician. Rev. Samuel Parker of Falmouth ministered to the souls and bodies of the people in that town and there is a line on his gravestone which says "His virtues would a monument supply." Rev. John Avery ministered in the same dual capacity at Truro for forty-four years, and had a reputation for great skill with the lancet and in distilling potions from herbs of the field.

Whatever the compensation agreed upon between the parsons and the towns in which they settled, it was almost impossible for the parson to collect what was justly due him. In some cases he was to receive pay in provisions, firewood or anything except money, and was required to collect these things from various men of the town at seasons when they were obtainable. Some ministers were hired with the understanding they were to receive a part of the drift fish that came ashore, in other words the dead whales claimed by the town.

Military Drills and Weapons—The enrolled militia, consisting of male persons from eighteen to forty-five, was called out for annual inspection the first Tuesday in May. That was the time for May training and was looked forward to by the youth with much pleasure. On three several days, in addition to the inspection, each company was called upon to parade his men and there was great pride taken in their appearance. The rules and articles were read publicly to the companies on the day of the annual inspection. As might be imagined the turning out of the militia was more popular with the young men than with their elders, who looked upon the annual spring "playing soldiers" as as great a nuisance as many men of the present day regard jury duty. Accordingly those between the ages of forty and forty-five were exempted from military duty, if they paid annually to the town treasurer the sum of two dollars, on or before the annual inspection day.

There were sham battles, shooting matches, wrestling matches and other means of entertainment, as well as evolutions and parades, and May training served as a holiday occasion.

In 1822 the exemption was lowered to thirty-five by a law passed, and in 1831 there was another important change. This provided that "Treating with ardent spirits on days of military duty, and at elections of officers is prohibited; and Courts Martial may punish for all offences by reprimand, removal from office and fines not exceeding \$200, at their discretion."

To mention some of the ancient weapons and their accessories, is equivalent to speaking in another language to the Militia roll of today. "A flash in the pan" has a certain significance to the present generation but few of them ever saw a flintlock gun and, if they have seen one, in a museum, have had no opportunity to see "a flash in the pan" as such weapons are no longer in usable condition. It is more than a hundred years ago since fines were collected for failing to have "two spare flints, priming wire, and brush" and a flint is a relic seldom exhibited.

At the beginning of King Philip's War, the Indians had become possessed of a great many guns and some supplies of powder and bullets through their barter with the white men. Fighting with bows and arrows, spears and such weapons as they had before the landing of the Pilgrims was largely a thing of the past. Of course the older weapons were still in use, as the Indians did not have a sufficient supply of guns and ammunition, but the French settlers in Northern New England were desirous of having the English exterminated and not especially careful of how much cruelty was mixed up in the process, as long as the French gained the ascendancy. King Philip, therefore,

was able to secure considerable assistance from the French and evidently thought that, with such an alliance, his successful undertaking of wiping the white men off the face of the earth would be assured. Undoubtedly he cherished some plan of exterminating the French, should they come into his domain, after he had finished with the English, as presumably all white men looked alike to him.

The firearms possessed by the Pilgrims at the time of their arrival at Cape Cod and Plymouth and the supply which was received by shipments on vessels which arrived in later years included weapons which seem very strange at the present day. The Puritans, who came a decade later than the Pilgrims, were possessed of more property of all kinds, including firearms. Some of these were of a later type, at least of a more effective type and presumably more expensive.

One of the most famous weapons of the First Comers, exclusive of the sword of Myles Standish, which has found its way into songs, poetry and stories galore, is the John Tomson gun, mentioned several times in this history.

It is related in Bradford's "History" that cannon were brought on the "Mayflower" and planted on the fort which was erected near the meeting-house on Burial Hill in Plymouth. There were several matchlocks and perhaps some snapchance guns and pistols, with which Captain Myles Standish armed his standing army, selected from the forty-four adult males among the one hundred and two passengers. So far as known the flintlocks, which are still remembered as being in use seventy-five years ago, first made their appearance with the coming of the Puritans to the Massachusetts Bay Colony about 1630.

Many matchlocks were used in the Pequot War of 1637 but by that time wheel-locks had been brought into the colonies and were a much superior fighting arm; and snapchances were popular. The King Philip War opened in 1675, and the colonists all the way from Virginia northward knew it was a serious struggle which confronted them. They had had their lesson in the Virginia massacre, and sent to Europe for a supply of arms. It was for that war that the flintlocks arrived in large numbers. The matchlocks were still in use, however, and, as a matter of fact were used by the British Army until a few years before 1700. One of the old matchlocks, with a four-foot barrel, 12-gauge caliber, weighing about twelve pounds, is in the collection of the Massachusetts Historical Society.

It is well to recall the enrolled militia at various times in contemplating the problems of the inhabitants hereabouts of generations ago as it enables one to better understand some of their acts and customs. Before the great sickness the first winter there were one hundred and

two persons who took up the "white man's burden" in New England in 1620 on Cape Cod. At the end of the first decade, there were in the Plymouth and Massachusetts Bay colonies an aggregate of eight hundred white people. In another decade the number had increased to 9,000. It is believed that in 1650 the population was about 16,000; in 1670, about 35,000; and in 1700, according to Dr. Holmes, about 70,000, approximately the same number of people there are now in Brockton. The first official census of Massachusetts was taken in 1765, showing the population of the whole State to be 220,000, including 2,717 Negroes, and 1,569 Indians. The Commonwealth at that time included the District of Maine.

After the merging of the Massachusetts Bay and Plymouth colonies in 1693 the Plymouth section is supposed to have had about 17,000 people. Most of the wealth was, where it had always been, with the Massachusetts Bay colonists, although, after the first few years, the people of Plymouth and Cape Cod accumulated some means of comforts. Inventories and wills of that period make such revelations. The Pilgrims started with a large debt to the adventurers. They were robbed before they left England and when the ship "Fortune" returned with practically all the goods which they had gathered up to that time, it was seized by a French profiteer and the Pilgrims gained nothing by sending the goods.

When May training brought out the male population, they were largely fishermen, farmers and a few who had sawmills, grist-mills, fulling mills, or workers of bog iron or in dressed lumber. The Massachusetts Bay Colony supplied a market for all the Plymouth colonists could raise, greatly stimulating trade.

In 1837 a correspondent in the "Old Colony Memorial," a weekly newspaper printed in Plymouth the past one hundred and five years, was writing reminiscences of his youth and included in his interesting recollections "Old men had a great coat and a pair of boots. The boots generally lasted for life. Shoes and stockings were not worn by the young men and by but few men in farming business." He also said that young women, when engaged in ordinary work, "did not wear stockings and shoes." There is a Yankee proverb "Old enough to go to meeting barefooted." This may refer to the custom of carrying the shoes in the hand on the way to the meeting-house, stopping to put on the shoes after getting in sight of the house of worship, an economy which was evidently practiced generally, and, possibly, necessarily so.

One cannot dismiss reference to the customs of former days without including, in his references previous to dismissal, the Yankee peddlers, who were also distributors of news in those days before newspapers

were hardly worthy of the name, there were no telephones or telegraphs or other means of communication. Barnstable County was isolated, on account of its geographical location, more than most other parts of Massachusetts. Occurrences in the West Indies came to the notice of Cape Codders as easily and as frequently as news of occurrences on land beyond Boston.

Yankee Traders, the Tin Peddler, for Instance, represented a period and development in the commercial life, not only of the Old Colony but of the country as a whole. While the writer and most people who have resided hereabouts the major portion of half a century have their own recollections, the story of the tin peddler invariably brings up days and scenes enjoyable to project before the mental vision of the rising generation.

The tin peddler was considered an institution throughout New England and even as far west as St. Louis so many years ago that it is great wonder how the heavily laden carts ever made their way over the poorly constructed early roads. One of the last of the tin peddlers in Plymouth County to regularly drive one of the high, red wagons, with brooms sticking up and tin pails hanging down, with an interior stocked with pots, pans, tea-kettles, tin-whistles, something for all uses and all ages, and with some canvas bags suspended from the rear in which were stuffed "paper rags," taken in exchange; or bones and old iron-scrap, purchased from the boys, was John Holmes, of Bridgewater. He was a typical tin peddler, a good citizen, fluent conversationalist, good story-teller, one of those who

"Could doff at ease his scholar's gown
To peddle wares from town to town,"

like the worthy referred to in Whittier's "Snowbound."

Paper rags were turned into the paper factories. In early days the great Crane Paper Company of Pittsfield, Massachusetts, makers of bank-note paper as well as paper for account books of the finest kind, advertised the sentiment that patriotic housewives should save paper rags for the peddlers and thus help build up their industry.

The earliest New England tin peddlers were William and Edgar Pattison who settled in Berlin, Connecticut, in 1738, imported sheet tin from England, and worked it into cooking utensils. Of them, a local poetess, Emma Hart Willard, wrote:

Quoth the good dame, "Tis a tin pan,
The first made in the colony,
The maker, Pattison's jest by,
From Ireland in the last ship o'er.
You all can buy. He'll soon make more!"

For some years the Pattisons and their imitators carried their wares on foot or on horseback, in large tin trunks. With the coming of turnpikes in 1790, the tin peddlers' wagons appeared, with box bodies of special type to fit the use for which it was intended. These were seen at intervals on the Cape Cod roads, through the Old Colony district and in all this region as regularly as ice cream wagons today. It was not unusual for a tin peddler to cover 1,200 miles on a single trip, even going into Canada. On such trips pins, needles, scissors, buttons, small wares, drygoods, hats and shoes were included. The tin peddler knew what his cart contained when he started forth but had no idea what it would contain when he reached home after a trip, as his stock was frequently bartered for farm produce and things of home manufacture. These things were turned into money as the journey progressed, whenever possible.

The tin peddler picked up droll stories, bits of gossip, good and bad news, became a student of human nature and obtained a broader vision than many other people. From him was learned the condition of the roads, what changes had taken place. He was a social figure who contributed much in many ways. He brought to families many things which had heretofore been whittled out of wood or dispensed with altogether. Those were days of continual toil from early candle-light until late candle-light. The men and women had no time to give to improving the appearance of their houses or surroundings, or self-improvement. Occasionally there was an Abraham Lincoln among them and the thirst for education in our own county and vicinity was so strong that we marvel today at the number who were graduated from Harvard College.

These were Yankee peddlers. Later the Jewish pack peddler made his rounds and there are many prosperous merchants among our Jewish neighbors and friends who first made their local appearance in that capacity.

Jews were in this country almost from the beginning but it was not until about 1840 that there were many immigrants, aside from the British Isles, and so the Massachusetts counties were later in receiving this race than most other parts of the country. They were in Rhode Island very early; arrived in Carolina shortly after Oglethorpe had laid out Savannah. The first congregation was formed in New York in 1682, largely by Jews from Holland and Brazil. There were some in Philadelphia as early as 1734, two years after the birth of Washington. It was well for the colonists that one of the race, Judah Salomon, was in Philadelphia at the time of the Revolution and loaned the colonists \$600,000 to help finance the war.

The census of 1790 showed the Jews to be less than one-tenth of one per cent of the total population. Following the oppressive marriage laws in Bavaria there was a Jewish migration to this country, about 1835, and many of these German-Jews became peddlers. The great migration of Russian and Polish Jews to this country began about 1882, for political oppressions, pogroms and reactionary movements of the Russian police, after the assassination of Alexander II.

Not all Jews have engaged in commercial pursuits, even in this country, neither are they all engaging in merchandising today in this vicinity. According to the "Jewish Agricultural Report," old farming towns like our neighbor, Colchester, Connecticut, have passed almost entirely into the hands of Jewish farmers. The Jewish farm population in the United States has grown from 1,000 in 1900 to 75,000 in 1927. A million acres in this country are now being farmed by Jews, and the value of their real and personal property is more than \$100,000,000.

"The stage-coach and stage-wagon era of America has recently come to life again in the appearance, all over the country, of motor buses. The huge charabanc thundering across country is merely the enlarged, speedier and improved descendant of the rattly and picturesque old stagecoach that, once on a day, afforded the only swift means of road transportation. The peak of stage-coach traffic was reached just before the railroads came in. Out of Boston, in 1832, for example, ran no fewer than 106 coach lines to all parts of the State and contiguous States. Equally abundant were they in other sections of the country wherever good roads existed.

"Such a heavy traffic naturally employed a vast number of men, and they formed a class by themselves almost from the beginning of stage-coach days. A rubicund, prosperous lot of fellows. Some of them owned their own coaches, some owned part, and others were merely employed as drivers.

"At first the going was very bad and the coaches they drove lacked every semblance of comfort. Benches served for seats; then came in strips of leather for backs, then springs appeared and sometimes the body of the coach was swung on leather straps. Colourful and picturesque, they rumbled over the rough roads, and our ancestors, knowing no better means of conveyance, thought them quite smart.

"In addition to his work as driver, the coachman served also as bearer of messages and money, collector and payer of bills. He wore a large hat, and in it kept his messages. Later on he took to carrying small packages. Simultaneously with the passenger traffic arose lines of wagons that carried only freight and express goods. These coaches ran only on the turnpikes; once off the highway, the goods had to be

transferred to a local and often poorer coach, or else packed on horse-back or into carts.

"When the railroads began to appear, the noble army of coach drivers saw their doom approach. Invariably the price of progress is that someone loses his job. Some of the drivers moved into the frontier areas, and some were employed by the railroad as conductors and brakemen. In the Far West the stagecoach and its valiant drivers continue up to within the memory of the present generation. And what the driver of the Eastern coaches may have lacked in adventure, was more than made up by the lurid and dangerous experiences that befell many of the men who drove through the Indian countries."

"This custom of doing errands and carrying packages that had been the habit of stagecoach drivers for fifty years was the inception of a great business. The expressmen and the various express companies that flourished at one time were the direct outgrowth of this accommodation.

"While there is little or no romance about it, save from the commercial viewpoint, the beginning of the express business did have its amusing childhood. In the spring of 1834 the first passenger train ran in New England, and its conductor was one William F. Harnden. He had noticed that some of the erstwhile coach drivers had acquired passes from the railroads and were doing a tidy little business running errands. So, after five years of being a station agent and conductor, it occurred to him to make a regular business of this service. In 1839 he advertised himself as 'The Express Package Carrier' and opened a small office in Boston and another in New York. His New York office was part of the store in a basement that is now No. 20 Wall Street. You left your packages at the Boston office and collected them in the New York office. At first all he was asked to carry could be packed in a valise—letters mostly. As the business prospered, he extended his service to Philadelphia, Albany and other cities. At Buffalo he took on Henry Wells. His company activities extended even to England. It was called Harnden & Company.

"At the same time Harnden was doing this, Alvin Adams started a rival concern. In 1850 he paid the New York & New Haven Railroad the lordly sum of \$1,000 a month for space in the car of an express train. Four years later he absorbed Harnden's concern and two other competing express companies and consolidated them into the Adams Express Company.

"These were only two of numerous express companies—Wells, Fargo, and such—that sprang up in various parts of the country.

One by one they were absorbed until the business was gathered into the hands of two concerns."

Something of the every-day thrills which were experienced by the express men in the early days are now shown, more or less accurately, on the silver screen for the present generation's education and amusement.

In *That Decade Befo' Th' War*, and a few years earlier, many of the comforts, luxuries and customs which seem so indispensable to us today were totally unknown. Most modern transportation has come since the close of the Civil War, likewise the general use of the telegraph and telephone. The telegraph was in use before the war and evidently it appeared to those who prosecuted that great fratricidal struggle that it was used to the limit, but there are those who remember that it was a simple matter to cut a single wire and from that time on here would be no wire communication between a division of the army and Washington for a long time. Quite different was the case in the World War, when orders were given by telephone to gunners who fired and directed their guns, in accordance with orders, without having any other knowledge of where the shot and shell was landing or its effects. The telephone was not known in Plymouth County until after the war and it was known here as early as it was anywhere, as some of the earliest telephonic experiences were in Brockton.

Most of the contributions to progress made by people other than descendants of immigrants from the British Isles have come about since the days of '61. Up to the time of the war, the United States was an agricultural nation, in the East as well as in the West. The Legislature in recent years has been a haven for young men in the legal profession, old men who had practically retired from business and wanted something to do which could be done without being on their feet too much, and a picking here and there from the professions and businesses from which the candidates could be spared without much sacrifice to them or the institutions with which they were identified. This is not said in any spirit of casting reflection upon the make-up of the Great and General Court, but merely to bring out that most manufacturers, merchants and captains of industry have considered themselves too busy to be legislators and left the duty to the classes mentioned, to a large degree.

The Massachusetts Legislature or General Court had in 1850, in the Senate, ten merchants, two editors and printers, eight lawyers, seven farmers, six manufacturers, three physicians, and a mason, auctioneer, clergyman, and granite dealer.

The House of Representatives contained seventy-six farmers, thirty-nine manufacturers and traders, twenty-five lawyers, sixteen general manufacturers and fourteen boot and shoe manufacturers, thirteen master mariners, nine editors and printers, eight clergymen, thirteen housewrights, three physicians, four each of mechanics, painters, civil engineers, hat makers; two each of masons, shipwrights, tailors, provision dealers, iron manufacturers, druggists, cabinetmakers, paper manufacturers, clerks, stone dealers, and deputy sheriffs; one nailer, museum owner, tallow chandler, glass manufacturer, inspector of fish, teacher, box-maker, sail-maker, clock-maker, grain dealer, stage and livery keeper, railroad jobber, millwright, woolen manufacturer, auger manufacturer, carriage-maker, express agent, cotton manufacturer, currier, sash and door-maker, real estate dealer, wood dealer, book-keeper, caulker, seedsman, agent, book-seller, leather dealer, pump and block-maker, philosophical instrument-maker, iron manufacturer, gentleman, cigar manufacturer.

To refer again to the matter of immigration and emigration, for both have come about to a large extent since the Civil War, it is related elsewhere how thousands of people went from this section and helped colonize Kansas and the Western Reserve and other parts of the West or Middle West, and the "Days of '49" brought the West strongly into notice on the Atlantic seaboard. It is related in that interesting book entitled "Hawkers and Walkers," to which reference has already been made and will again, much about commercial wanderers of waterways. As the author says:

As soon as the Revolutionary War was over, began the serious and persistent pushing forward of the frontiers. In the seventeen years between the Peace of Paris and the turn of the nineteenth century, more than half a million people left their original homes forever and migrated to Western New York and the hinterlands of Virginia, Tennessee, and Kentucky. Many of them were New Englanders, for New England was a nursery of men, whence were annually transplanted into other parts of the United States thousands of its natives. By 1816 the Ohio Valley was filling up. The Ordinance of 1787 had opened that territory to settlement. The Ohio Company, with the Rev. Manasseh Cutler of Ipswich, Massachusetts, as one of its leaders, lured many old Revolutionary soldiers and their descendants to the fertile banks of this valley. By 1840 the cotton states of the Southwest were witnessing the arrival of a steady stream of new families. Illinois and Indiana received great quotas of settlers. Georgia enjoyed a veritable land boom. By 1860 the Mississippi Valley was hectic with gauche towns and squatters. Eleven years before this the discovery of gold in California served as a magnet to draw vast hordes of new people to the Pacific Coast. The California and Oregon trails became beaten paths and their camps echoed to the refrain of "Oh Susanna" and "The Days of '49."

In each of these advancements, rivers afforded the principal means of transportation. Fourteen states can be said to have been settled by this river migration — Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michi-

gan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin. It is a dependable axiom that if you would seek old houses and old settlements, you must look first along the watercourses.

Settlements established, an active and picturesque river traffic sprang up. From conveyors of people the boats became conveyors of goods. The waterway itinerant of the rivers and canals grew to the status of a commonplace figure.

There is scarcely an early description of the Ohio, Mississippi or any other river-drained valley but has its record of the various kinds of transporting, merchandising, and working boats along these rivers. English visitors especially were intrigued by them.

The people from the Old Colony were largely represented in this group which established settlements and the fever has lasted to a greater or lesser extent. In days of old and yesterday days, the youth has received its education in New England universities, more especially those of Massachusetts, or has gone forth without any overplus of education, to try fortunes in distant places. In recent years there have been those who have complained bitterly about the tendency of "big business" in the West to come hereabouts with the intention of picking up the best talent, fresh from the Eastern institutions of learning. It shows that those who have gone West on their own account have given a good account of themselves and attracted sufficient favorable attention to cause the demand to exceed the normal supply. There is a saying that "The New England man makes good anywhere," and if he chooses to overlook "acres of diamonds" at home to seek the pot of gold which adorns the end of a rainbow which has one horn in the West, it is merely the spirit of adventure and desire to conquer distant battles with the world. The history of the bar of the Old Colony shows numerous instances of young men going direct from Harvard or other universities to locations in the wilderness, as it was then, and rising to eminence.

It is scarcely half a century ago that many farmers did their own butchering, or hired a neighbor, who was an itinerant butcher, to kill a "beef critter," in exchange for some favor already done or promised when the right season came for its fulfillment. If it was a cash transaction, the charge, way back in 1700, was five shillings and meals while on the job. The price was about the same, proportionately, as long as the itinerant butcher was available.

After butchering on the farm, the attic and smoke-house would contain sufficient food to keep the family through the winter. The fats and tallows would be used in making candles, until whale-oil provided a better means of illumination. The householder who did not have his attic well-hung with hams, sausages and pork and a barrel or two filled with corn beef in his cellar was not considered a good provider and hardly a safe citizen.

At various times during the year droves of cattle went through the towns, out of which the householder who wished to select a "beef critter" to fatten against the day of its slaughter, might secure a winter's supply. Nearly everyone in the smaller towns slaughtered one or more hogs and the conversation around the railroad stove at the postoffice or country store usually concerned itself with the relative weight of the various hogs in the neighborhood, in which a neighborly interest was taken.

Evils in the "Good Old Days"—In the section of this history concerning Plymouth County some pages are devoted to a reference to the so-called "Good Old Days." We have always heard considerable about those days and reformers have been prone to advise to "return to the days of democracy" when matters have been running especially bad in this day and generation. We hear of the days of James Otis, the days of Daniel Webster and others well known from personal history in Barnstable County, as though, in those early days there was no corruption of electorates, no grafting, no insidious influences.

Let us call as witnesses John Adams and George Washington, who held positions which enabled them to know what was going on. Adams tells us that the Continental Congress during the Revolution was "debauched and inefficient, the rage for office was great. The Congress was torn to pieces by disputes over spoils." This statement makes us feel immediately at home. We have heard of such things before, if not so early.

Of this same Continental Congress George Washington says: "Party disputes and personal quarrels are the great business of the day." How thoroughly up-to-date!

Surely Elbridge Gerry of Massachusetts was a wise man but his ideas of democracy had not developed up to the present standards when he said, in the Constitutional Convention in 1787: "The evils we experience flow from the excess of democracy. The people do not want virtue, but are the dupes of pretended patriots." The people who sat in that convention had no idea of conferring upon all citizens the right to vote. The vote was for those whom Alexander Hamilton called "the wealthy and well born." Some cynical persons of today say the class to which Hamilton referred hardly takes the trouble to vote in these days. No citizen of Massachusetts could be a governor unless he owned one thousand pounds worth of real estate. A senator must own three hundred pounds worth. Members of the General Court had to be "Christians," according to the Constitution.

Political methods, at least, must have been spotless in "the good old days" but, if such was the case when Massachusetts was under the care,

as governor, of that venerable patriot, Governor Gerry, what about the invention of what was called, in honor of him, the Gerrymander? This was nothing more nor less than an ingenious scheme for robbing the majority of its power. The Federalists were in the majority in 1812 and the Republicans found it expedient to do something to break their power. So the existing election districts or units of representation were cut up, so that a large number of Republicans would be opposed in the same district by a smaller number of Federalists. The plan worked so well in Massachusetts that New York, New Jersey and Maryland adopted the plan, but in 1815 the Federalists still had a majority of one in the General Assembly, in spite of two wards being joined to Long Island to form an election district and other funny lines run. The remedy was to throw the Federalist out in cold blood and this was done in "those good old days!"

But these things were in the first generation and surely, after the political machine had attained a certain mileage and the parts been well worked in, it became a creation incorruptible, for there must have been "good old days" sometime, or we would not hear so much about them. We all revere Hon. George Frisbie Hoar of Massachusetts and know he was careful in his utterances. Rising in his seat in Congress, May 6, 1876, he said:

My own public life has been a very brief and insignificant one, extending little beyond the duration of a single term of senatorial office. But in that brief period, I have seen five judges of a high court of the United States driven from office by threats of impeachment for corruption or maladministration. I have heard the taunt, from the friendliest lips, that when the United States presented herself in the East to take part with the civilized world in generous competition in the arts of life, the only product of her institutions in which she surpassed all others beyond question was her corruption. I have seen in the State in the Union foremost in power and wealth four judges of her courts impeached for corruption, and the political administration of her chief city become a disgrace and a by-word throughout the world. I have seen the chairman of the Committee on Military Affairs in the House, rise in his place and demand the expulsion of four of his associates for making sale of their official privilege of selecting the youth to be educated at our great military school.

When the greatest railroad of the world binding together the continent and uniting the two seas which wash our shores, was finished, I have seen our national triumph and exaltation turned to bitterness and shame by the unanimous reports of three committees of Congress—two of the House and one here—that every step of that mighty enterprise had been taken in fraud.

I have heard in highest places the shameless doctrine avowed by men grown old in public office that the true way by which power should be gained in the republic is to bribe the people with the offices created for their service, and the true end for which it should be used when gained is the promotion of selfish ambition and the gratification of personal revenge. I have heard that suspicion haunts the footsteps of the trusted companions of the President.

So it couldn't have been that the "good old days" were half a century ago, according to Senator Hoar. History is a cure for pessimism. With all our faults we have progressed and the "good old days" are in the future, not in the past. The whipping post, the branding iron and ducking stool, so popular in Colonial days, are out of date, as much so as the filthy jails. We have exterminated slavery, no longer imprison for debt. At the beginning of the nineteenth century there was not a deaf and dumb asylum in the country, nor a blind asylum nor insane asylum. We have one crime punishable by death but in those days there were no less than fifteen. We have schools and libraries, societies for civic betterment, have improved working conditions and established all kinds of institutions to guard against disease, poverty and crime, but they did not come down from the fabulous times mentioned as "good old days." We have evils enough at the present time but they are few compared with those endured and unquestioned a century ago. There were few newspapers in the old days to let in the light on what was going on, and public opinion was little heeded, as most people occupying places of preferment hadn't arrived at the conviction that there was such a thing as public opinion which had rights to protect.

Nearly all of the sins since the World War have been laid to prohibition forcing young men and women to drink, smoke cigarettes, roll their stockings, paint their faces and descend into all kinds of dissipation until we ask "what is the world coming to?" One would think all these things were something new, but Chauncey M. Depew is quoted as having said on his birthday when the flappers were flapping their strongest: "In my youth, temperance was unknown. It was an insult to refuse to drink. Most of the public men whom I met in the legislature died from alcoholism."

CHAPTER XXXIX

ENGLISH SPOKEN BY THE INDIANS

Some Samples of How the King's Tongue Was Used by "Praying Indians" and Some Without Piety—Official Correspondence With King Philip and Others—Indians' Morality and Reverence for Their Dead—Those of Today Forsake Calumet for Cigarette, War Paint for Rouge and War Dances for Charleston and Black Bottom—Squaw Island Given to Barnstable—Princess Wontonskanuske Descendant of Massasoit.

Samoset, a tall, straight Indian, naked except for a fringe about his waist, entered the log village at Plymouth three months after the first encounter with the Indians on Cape Cod, and surprised the Pilgrim Fathers by greeting them with the words in English "Welcome Englishmen." He had learned a few English words from fishermen on the coast of Maine and used those few to good advantage. On a later call, he brought with him Massasoit, his great sachem, and Squanto, who acted as interpreter for Massasoit and the Pilgrims when the treaty was made between them and faithfully kept fifty-two years, when the death of Massasoit occurred.

Squanto was a real find. He had been kidnapped by Captain Hunt seven years before, sold into slavery in Spain, freed, made his way to London, finally to Newfoundland and there picked up by an English sea rover and brought back to Plymouth. While he was away the plague had ravaged the Massachusetts coast and there was not one of Squanto's tribe alive to welcome him or tell the tale. He became a friend and associate of the Pilgrims and taught them what they needed most to know to keep soul and body together in the wilderness. He not only knew more about Patuxet, as the Indians called Plymouth and vicinity, but he had seen more of England than most of the Pilgrims and he could speak their language sufficiently well to understand and be understood. He was the most useful citizen in Patuxet in inter-relationships between the whites and red men. He was at once on the inside looking out and on the outside looking in. He was at once a God-send and a bone of contention, since the hundred per cent Americans were displeased to see him such a good mixer in the company of the foreigners from across the water.

It is interesting to recall how Squanto, with his knowledge of the English tongue, was "a special instrument sent of God" to the Pilgrims and it brings up the question what kind of English the Indians spoke in

this vicinity, as naturally they picked up English words here as Squanto did in England and Samoset in Maine. A copy of the "Old Farmer's Almanac" for 1797 had among its anecdotes one about an alleged Indian warrant, issued by a justice of the peace. According to the "Almanac," "an Indian who was appointed a Justice of the Peace, issued the following warrant, "Me High Howder, yu constable, yu deputy, best way yu look um Jeremiah Wicket, strong yu take um, fast yu hold um, quick yu bring um before me.

Captain Howder."

This anecdote has charm for the investigator, as Judge John Davis, in 1826, in his edition of Nathaniel Morton's "New England Memorial," printed:

At the courts in Barnstable County, formerly, we often heard from our aged friends and from the Vineyard gentlemen, amusing anecdotes of Indian rulers. The following warrant is recollected, which was issued by one of those magistrates directed to an Indian constable, and will not suffer in comparison with our more verbose forms.

I Hihoudi
You Peter Waterman,
Jeremy Wicket;
Quick you take him,
Fast you hold him,
Straight you bring him,
Before me, Hihoudi.

Mr. Davis was at Barnstable as a tutor in the family of General James Otis shortly after his graduation from college in 1781, and he began the practice of law at Plymouth in 1787. The chances are that he heard this anecdote before 1800. His version of the writ, as well as that in the "Almanac," obviously represents an Old Colony tradition. Hihoudi, or High Howder, has not been identified, though a friendly red man called How Doe Yee is mentioned in the Plymouth Colony Records. Wicket is a familiar Indian name, perpetuated in the designation of Wicket Island on Onset Bay.

There is, however, another tradition which ascribes the eccentric writ to Waban, or Thomas Waban, and which, as we shall see in a moment, is closely connected with the history of the Colony of Massachusetts Bay. Dr. William Allen, president of Bowdoin College, in the second edition of his "American Biographical and Historical Dictionary," published in 1832, gives the warrant as follows:

You, you big constable, quick you catch um Jeremiah
Offscow, strong you hold um, safe you bring um afore me.
Waban, justice peace.

Dr. Allen publishes another anecdote about this same official, which, however, occurs in a somewhat more lively form in William Bigelow's "History of Natick," 1830, along with the warrant. Since Mr. Bigelow appeals directly to the "authority of tradition" and does not appear to have derived his material from Dr. Allen, it is worth while to reproduce his exact words:

The following is handed down as a true copy of a warrant, issued by an Indian magistrate.—"You, you big constable, quick you catchum Jeremiah Offscow, strong you holdum, safe you bringum afore me.

"Thomas Waban, Justice peace."

When Waban became superannuated, a younger magistrate was appointed to succeed him. Cherishing that respect for age and long experience, for which the Indians are remarkable, the new officer waited on the old one for advice. Having stated a variety of cases and received satisfactory answers, he at length proposed the following:—"when Indians get drunk and quarrel and fight and act like Divvil, what you do dan?"—"Hah! tie um all up, and whip um plaintiff, whip um fendant and whip um witness."

Mr. Bigelow, it will be observed, gives the justice's name as Thomas Waban, whereas Dr. Allen calls him Waban, pure and simple. The discrepancy is of some moment. The two names are not identical, but belong to different generations,—Waban was the father and Thomas Waban the son. Both were inhabitants of Natick, and both were men of note in their day. Let us see if we can get any light on the subject of this Natick legend by an appeal to authenticated history.

Old Waban is a famous character in New England annals. He was well disposed toward Christianity from the outset, and it was in his wigwam at Nonantum, now a part of Newton, that the apostle Eliot preached his first sermon to the aborigines. The Rev. John Wilson, to whom we probably owe our account of this historic service, speaks of "Waaubon" as "the chief minister of Justice among them," and remarks that he "gives more grounded hopes of serious respect to the things of God, then any that as yet I have knowne of that forlorne generation."

It appears then, that both the Old Colony and the Massachusetts Bay tradition of the Indian warrant, though they may owe their precise form to some jocose white man, have manifest touches of local color. There were Indian magistrates who were similar to justices of the peace, and there were Indian officers who were known as constables. There were Indians named Wicket in Plymouth Colony; there was a Thomas Waban as well as an Offscow of Natick; and it is barely possible that Hihoudi is a form of the name How d' ye. It may be added that Thomas Waban is decorated with the title of Captain in the Natick town record, of 1719, as Howder is in one version of the warrant.

The punishment of whipping, which, according to another anecdote, seemed to Squire Waban appropriate for plaintiff, defendant, and witness in cases of drunken brawling, it was of course within the power of the native rulers to inflict.

There can be no doubt that Thomas Waban was old Waban's son. It was a regular practice for a converted Indian to adopt the name of his father as a surname and to receive a Christian name at baptism. When Eliot and his three companions visited Waban's wigwam to hold their first service (October 28, 1646), they found Waban's eldest son "standing by his father among the rest of his Indian brethren in English clothes." And later, according to the same authority, Waban voluntarily offered this son "to be educated and trained up in the knowledge of God hoping, as hee told us, that he might come to know him, though hee despaired much concerning himself." The offer was accepted and the boy was sent to school at Dedham. His English learning is thus accounted for.

The written documents, showing the Indians' attempts at English, were the work largely of "praying Indians" who were taught to read and write in the Indian schools established under the influence of John Eliot.

Communication from King Philip — An undated letter from King Philip to Governor Prentice may head the list. The authorship is usually credited to John Sassamon, the praying Indian who at one time acted as Philip's secretary and whose tragic fate (told elsewhere in this book) was the signal for the outbreak of hostilities. The exact date of the epistle is unknown. The irregularities are chiefly syntactical; the spelling is quite as good as that of most records of the time and throws little light on the peculiarities of pronunciation.

To the much honored governor mr. thomas prince, dwelling at
plimouth

honored sir,

King philip desire to let you understand that he could not come to the court, for tom his interpreter has a pain in his back that he could not travil so far, and philips sister is very sik.

Philip would intreat that faver of you and aney of the maiestrats, if aney english or engians speak about aney land he pray you to give them no answer at all. the last sumer he maid that promis with you that he would not sell land in 7 years time for that he would have no english trouble him before that time he has not forgot that your promis him

he will come asune as possible he can to speak with you and so I rest your very loving frind philip dwelling at mount hope nek.

Another document of Philip's, dated 1666, also concerns the vital question of selling land to the settlers. It amounts to a power of

attorney appointing two Indians his general agents in such matters. It begins with great decorum but soon runs off into unconventionality:

Know all men by these presents, that Philip haue giuen power vnto Watuchpoo and Sampson and their brethren to hold and make sale of to whom they will by my consent, and they shall not haue itt without they be willing to let it goe shal be sol by my consent, but without my knowledge they cannot safely to: but with my consent there is none that can lay claime to that land which they haue marked out, it is theires foreuer, soe therefore none can safely purchase any otherwise but by Watuchpoo and Sampson and their bretheren.

Philip 1666.

Early and Recent Indians—It is known that the Indians of Cape Cod practiced agriculture and the Pilgrims helped themselves to the stores of corn and beans belonging to the aborigines when they made their first landing. Each year the Indians burned over the tribal lands to remove the dried grass and dead leaves. Captain John Smith referred in 1616 to "the countrie of Massachusetts which is the Paradise of all those parts. For heere are many isles all planted with corn; groves, mulberries, salvage gardens and good harbours. The Sea Coast as you pass, shews you all along large corn fields and great troupes of well proportioned people."

Frederick Freeman, in his "History of Cape Cod," has the following to say of the Indians who occupied the territory about Plymouth:

Indians were always remarked for the reverence which they entertain for the sepulchres of their kindred. Tribes that have passed generations exiled from the abodes of their ancestors have been known, when by chance they have found themselves travelling in the vicinity, to turn aside from the highway, and, guided by wonderfully accurate tradition, have crossed the country for miles to some tumulus, buried perhaps in woods, where the bones of their tribe were anciently deposited, and there have spent hours in silent meditation.

In the early records it may be seen that the planters had defaced the monuments of the dead at Passonagesit, and had plundered the grave of the sachem's mother of some skins, etc., with which the grave had been decorated. Influenced by the sublime and holy feeling of which we have spoken, the sachem, whose mother's tomb had been violated, gathered his men together, and addressed them in beautifully simple and pathetic language—an affecting instance, we cannot but think, of filial piety, if not so remarkable a specimen as might be offered of Indian eloquence. We may not, indeed, give his speech in full, or do justice to it.

The gist of it, however, is contained in the words in which the spirit of his mother seemed, "when the glorious light of the sky was under the earth, and the birds had ceased to sing, and he had sought for repose," to reproach him; "Behold, my son whom I have cherished—see the breasts that gave thee suck, and the hands that lapped thee warm;... see now the sachem's grave defaced!

As a great patriarchal family, such injury offered to one was a sacrilege felt by all; and that which is sometimes attributed by the white man to caprice or perfidy, arises in the Indian's breast from deep, noble and generous motives.

Whatever may be said of the heathenism of the Indians, it is clear that they

believed in an invisible and superior power, who governs the destinies of men. Some will have it that they believed in two supreme gods, or great spirits—the good and the evil. Hence their sacrifices, with all the tumultuous ceremonies of their pow wows and war dances. If their enmity was strong, their friendship was warm and affectionate. They seldom had personal quarrels, and never were disposed to steal from, rob, or defame each other. Whenever a family had occasion to leave their hut, or wigwam, it was sufficient for them to set up a stick against the door: this was their lock, and proved a religious security to their dwellings from invasion by Indians. They were also rigid against adultery. Their mode of warfare was, to be sure, by surprise; and this grew out of their peculiar circumstances—isolated and without the modern appliances or instruments of war.

It is a far cry—over three hundred years—since the white man and red man began to misunderstand each other at Plymouth. There are Indians in the United States now—some claim more than there were when the Pilgrims landed. In February, 1927, they held the pow wow of the grand council fire of American Indians at Chicago. Among those present was Chief Roy Osh Kosh from the reservation at Menominee, Wisconsin, wearing carefully pressed trousers and with stylish spats snugly fitted over faultlessly shined shoes. He said the Indian is much better off with electric lights, automobiles and his modernism than when he roamed the virgin forest while the squaws did the work. “My daughter, Mrs. Rhoda House,” said the chief, “is the president of the Indian Women’s Voters’ League of the Menominee Reservation. The cigarette has replaced the pipe of peace among our wives and daughters. Rouge, delicately scented, is the modern war paint. Stockings of silk are quite the thing. The Charleston and the Black Bottom are our war dances. Our girls are flappers, and our young men wear floppy pants, and I suspect that the latter like their gin. Dreams of old time power and glory are for the wrinkled braves. Nowadays the women take care of the home, join voters’ leagues, while the braves take care of business.”

Living Descendant of Massasoit—Miss Charlotte L. Mitchell (Princess Wontonskanuske) still living on the ancestral land of the Wampanoags at Lakeville, is the only living descendant of the great sachem with whom the Pilgrims made a treaty, which he kept in good faith until he died. There are others who claim direct descent but, so far as the writer has been able to learn, she is the only one making the claim whose genealogy has been traced. More concerning her appears in one of the chapters in the Plymouth County section of this history. One statement made by her in that chapter says, presumably with truth: “I am the only titled descendant of Massasoit. I have never married. When a woman of our tribe marries other than an Indian, she loses caste and no longer belongs to the tribe.”

A claim that she is a direct descendant of Massasoit is made for one

who became the bride of a medicine man of the Mashpee Indians on Cape Cod in January, 1927. Mannanata, daughter of Princess Minowanin of the Mashpees, gave her daughter in marriage to Mantasikaun, a medicine man of this tribe, on Sunday, January 9, 1927.

In Mashpee they were met by Mantasikaun, or Clarence Wixon, and the illustrious leader of the tribe, Chief Nelson D. Simons. The first ceremony took place at the Mashpee Baptist Church with Rev. Lawrence D. Hinkley officiating, and the best man was none other than Chief Simons.

The second ceremony was a genuine Indian wedding, such as was performed by the forbears of this famous tribe of Colonial times. In olden times all the Chiefs of the tribe were present and each had his part of the duties to perform in the ceremony. Chief Simons is not the only one of the tribe, yet circumstances were such that he was the only one at the wedding. This aboriginal performance began when the bride and groom marched slowly around the sachem, the pair being wrapped in a single blanket, while the marriage dance was formed around them. After that the young couple jumped over a birch stick, covered with feathers, while they were accompanied by the tom-toms and flutes.

Princess Minowanin is a daughter of Princess Krischani, Mashpee Indian, and William Manuel, Pokapoag Medicine-Man. Princess Krischani, or Mrs Lucretia (Scott) Manuel, was born in Plymouth at South Ponds. Her father was Warren Scott and her mother, Hannah Leonard, Indian residents of Plymouth.

Princess Minowanin went on the stage when she was twenty-one years of age. After twelve years of stage life she moved to Lakeville because of ill health. The bridegroom, Mantasikaun, is a descendant of the Nauset tribe, which once owned Cape Cod, and the son of a Mashpee Indian. His mother was a white woman. He is the last of the Mashpee Indian Medicine-Men, with a knowledge of roots, herbs, barks, berries, and flowers for medicinal purposes. He is also a historian and specially interested in matters pertaining to his people, with a thorough knowledge of the history of the Mashpee tribe.

"The Mashpees," he says, "are descendants of seven tribes, among whom were the Wampanoags under Massasoit, the Pequots, Nausets, Makonets and Montauks. Here in this little tribe, which number six or seven hundred, both on and off the Mashpee Reservation on Cape Cod, may be found descendants of many famous Indians, among whom are numbered Sassacus, Massasoit, King Philip, Aspinet, Tisquantum or Squanto, Tuspaquin, Quachatisset, Popononett and Iyanough for whom Hyannis was named."

The Wampanoags were one of the principal tribes of New England when Cape Cod was first settled. After King Philip's War the survivors joined the Saconnet in Rhode Island or became connected with the "Praying Indians" of the southern part of Massachusetts.

The Nausets, a tribe under dominion of the Wampanoags, occupied Cape Cod and the islands, and it was with them that the "first encounter" took place. Nevertheless, they became friendly and few of them joined Philip in his war. Many of them became Christianized before the war. A few probably survive at Mashpee and Gay Head, Marthas Vineyard.

In 1917, upon recommendation of the legislative committee on ways and means the then three surviving descendants of the Indian chief Massasoit, Teeweelena, Wontonskanuske and Zerviah Robinson, aged sisters, were pensioned by the State, as the result of an agreement made between the Commonwealth and the Wampanoag Tribe of Indians many years ago. The three sisters lived together at Lakeville. Their pensions were \$100 a year each, a small amount of money, but it served to add some comforts in their declining years.

The last of the three sisters is Wontonskanuske and, in her behalf, an attempt was made in 1927 to obtain a larger pension but it was not granted. Some years ago she broke her arm, since which time she has been unable to do much work about her place. Some tribes of the Improved Order of Red Men have sent her donations and she lives in comfort and with numerous gifts to make her life pleasurable in her declining years.

There is a statue of her ancestor, Massasoit, on Cole's Hill in Plymouth, on the height above Plymouth Rock, with an inscription to show it was erected by the Improved Order of Red Men. The name of this fraternal organization bearing the name "Improved" seems to many to be amusing in that connection.

More "Indian English" by Tompson—An extremely curious piece of Indian English occurs in "New-England's Crisis," a poem on King Philip's War written by Benjamin Tompson in 1676. Tompson, who was a graduate of Harvard College, a physician, and an eminent schoolmaster, is described on his tombstone as "the renowned poet of New England." "New-England's Crisis" is his chief work. After a prologue in praise of simplicity—an ingenious adaptation to New-England of a famous passage in Boethius—Tompson describes King Philip as holding an assembly of his "peers" and his "commons" and delivering an oration against the colonists. This speech is partly in good English, but it is variegated with imitations of the Indian pronunciation and syntax. There are even two native Indian words,—wunnegin, which means "good," and matchit, which means "bad,"—both of which were

of course perfectly familiar to the whites. Tompson passes for the earliest native American poet. At all events, he must be credited with the first piece of "dialect verse" ever written in this country. In the extract which follows, the punctuation has been regulated, but no other changes have been made:

And here methinks I see this greazy Lout,
 With all his pagan slaves coil'd round about,
 Assuming all the majesty his throne
 Of rotten stump, or of the rugged stone,
 Could yield; casting some bacon-rine-like looks,
 Enough to fright a Student from his books,
 Thus treat his peers, & next to them his Commons,
 Kennel'd together all without a summons:—
 "My friends, our Fathers were not half so wise
 As we our selves, who see with younger eyes;
 They sel our land to english man, who teach
 Our nation all so fast to pray and preach.
 Of all our countrey they enjoy the best,
 And quickly they intend to have the rest.
 This no wunnegin; so big matchit law,
 Which our old fathers fathers never saw
 These english make, and we must keep them too,
 Which is too hard for us or them to doe.
 We drink, we so big whipt; but english they
 Go sneep, no more, or else a little pay.
 Me meddle Squaw, me hang'd; our fathers kept
 What Squaws they would, whither they wakt or slept.
 Now, if you'le fight, Ile get you english coats,
 And wine to drink out of their Captains throats.
 The richest merchants houses shall be ours;
 Wee'l ly no more on matts or dwell in bowers.
 Wee'l have their silken wives; take they our squaws!
 They shall be whipt by virtue of our laws.
 If ere we strike, tis now, before they swell
 To greater swarmes then we know how to quell.
 This my resolve, let neighbouring Sachems know,
 And every one that hath club, gun, or bow."
 This was assented to, and, for a close,
 He strokt his smutty beard and curst his foes.

Philip's comparison between penalties for Indians and penalties for English is very pithily expressed, and it is precisely here that the Indianisms are most marked:

We drink, we so big whipt; but english they
 Go sneep, no more, or else a little pay.

That is, "If we Indians get drunk, we are severely whipped. But if the English get drunk, they merely go and sleep it off, or perhaps have

to pay a slight fine." Tompson was a scholar, a student of the tongues. Possibly he was here reproducing an actual bit of "Indian talk." At all events, he must be pretty close to the linguistic facts. The use of *sneep* for *sleep* corresponds with what has often been observed,—the Indian substitution of *n* for *l* in English words. Massasoit always called his friend Winslow "Winsnow."

There is a small island on the south side of the Cape, about one hundred acres in area, on which a few Indians, who had separated from the main band, made a settlement and lived by fishing and some attempt at agriculture about one hundred and seventy-five years ago. This group is said to have belonged to the Mashpee Tribe. The last of the group was a squaw who inherited the island and lived alone on it after all the others had died. She stated to the selectmen of Barnstable that, at her death, she wanted the island to become the property of the town, as the townspeople had been kind to her and her race, the only condition being that she should be given burial on the highest point of the island, overlooking the water, and that a large stone should mark her grave.

Following her death, the town of Barnstable claimed the property, but no one cared to live on the island except a few fishermen who found it a convenient location and did not mind the isolation for a time. It seemed to be an unprofitable piece of land for the town to hold, as public parks were not in demand or scarcely thought of anywhere, much less on Cape Cod which was then and remains today a public park to all intents and purposes. Some Boston sportsmen wanted to purchase the island for \$300 and the townspeople looked upon the offer as an easy way for them to add that amount to school funds. The descendants of the Boston purchasers sold the island about 1905 for \$8,000. A road was built from the mainland and summer cottages erected, but the high stone marking the resting place of the last Indian possessor remains in place. In honor of her it has been called for practically two hundred years Squaw Island.

Massachusetts Indians in 1849—Commissioners were appointed by the General Court or Massachusetts Legislature in 1849 to investigate concerning the number and conditions of Indians then living within the Commonwealth. It is interesting to note from this report that nearly all the Indians were in Plymouth, Norfolk or Barnstable counties and the number was approximately 900. The Wampanoags, of which Massasoit was sagamore when the Pilgrims landed, had been effectually wiped out in the King Philip War, and no longer existed as a tribe. Of all the Indians in the three counties in 1849 only six or eight of them, according to the report, were of pure blood. All the rest were a mixture of white and Indian or black and Indian.

The Chippequiddic Tribe dwelt on a small island of that name near Edgartown, Martha's Vineyard. There were eighty-five in number, all healthy and most of them living by agriculture. They had a school, attended church and "seldom or never went to law."

The Christiantown Tribe dwelt on the northwest shore of Martha's Vineyard and numbered forty-nine. They lived by farming and the sea, largely fishing.

The Gay Head Tribe lived on the promontory of that name which forms the western extremity of Martha's Vineyard. They were one hundred and seventy-four in number, and held their lands by proscription, and not by any titles connected with statute law. They were engaged in picking cranberries in the season and there was rivalry among them as to harvesting and selling the largest supply. They largely lived in wooden houses, a few of the houses being of stone. They made pottery of the peculiar clay in that vicinity, having natural colors, which made the crude vessels of their moulding much in demand when offered for sale. They had a school but no regular preaching.

The Mashpee Tribe occupied a spot on the southern shore of Cape Cod, adjoining Sandwich and Barnstable. There were three hundred and five of them, mostly farmers but some sea-faring men. They had two schools, maintained by the State and were industrious, living at peace with themselves and their neighbors, as they do at present, for the Mashpee Indians still exist and are especially noted for their skill in growing small fruits and berries.

There was a Herring Pond Tribe, so called, residing on the borders of Plymouth and Sandwich, and numbering fifty-five. They all lived in comfortable houses, practiced agriculture and fishing, were industrious, temperate and, in the language of the report "withal profoundly ignorant."

The Fall River Tribe inhabited a part of the city by that name and numbered thirty-seven. They were reported as "indolent, improvident, living from hand to mouth."

The Dudley Tribe lived in Webster and numbered forty-five. "They are the most degraded of all Indians in the State. Not more than half live by work, the rest beg, and the women do worse," according to the report. "They have no school or preaching but receive money from the State."

The Hassanamisco or Grafton Tribe was found in Grafton, twenty-six in number. "They are fast melting away and will soon become extinct" was the prediction and it has evidently proven true, for no one seems to know the whereabouts of a Hassanamisco Indian.

There were ten members of the Ponkopog Tribe in Canton and Stoughton, who were industrious, temperate and supported themselves.

Fifty-eight Yarmouth Indians inhabited the town by that name in Barnstable County, but had "become so blended with the whites by intermarriage as to have lost in great degree their Indian character."

The report further said: "The Naticks are extinct as a tribe, found here and there."

CHAPTER XL

PARADISE OF LAKES AND STREAMS

Surrounded by Salt Water, Facing Four Seas, the Tides Penetrate to the Heart of Cape Cod and Pearly Lakes and Purling Streams Make A Vacation Land Complete—Fishing Areas of 37,000 Inland Acres With More Fish to the Acre Than Anywhere Else in New England, Excepting Maine—Forest Fire Prevention—Billboards Forbidden—Good Roads—Happy Days.

It is more than three hundred years since the courageous Pilgrims completed their sixty-five days of ocean travel in the "Mayflower" and, on the morning of November 20th, 1620, sighted that part of Cape Cod where Truro is now located, found an anchorage in Provincetown Harbor, began their exploring, had the "First Encounter" with the Indians at Eastham and began the roll of vital statistics with the birth of Peregrine White and the death of Mrs. Edward Winslow.

From the coming of the Pilgrims until after the Revolutionary War, Massachusetts was a maritime colony. Independence came long before industrial prominence and it was not until two other wars had been fought that transportation connected the sands of Cape Cod with the wide open spaces of the West. Ships from Cape Cod sailed around the world long before the calls were returned. The covered wagon plodded its way westward, carrying the New England character into the prairie lands to mix with the varied ideas and customs of European emigration before anyone, except the early comers and their descendants, cared much for Cape Cod or knew it for anything but a name. But times have changed and now Cape Cod is again the mecca of pilgrimages from everywhere, as it has become recognized as one of the most healthful and beautiful playgrounds of America. Its historical character adds to its lure for the vacationists but, aside from the drama of a never-to-be-forgotten past, the beauty of seashore and inland woods, lakes and meadows offer an arena for everything which modern recreation and love of outdoor life and beauty can demand.

The hotel keepers and others interested in still further bringing to the attention of the world the glories of Cape Cod have an ambitious plan of spending \$35,000 in enabling the Cape Cod Chamber of Commerce to carry on a publicity campaign in 1928 worthy of the vacation land.

Many of the same geographic influences which affected early settlements still have a determining factor in founding present-day summer villages for vacationists. The fisheries of Cape Cod were the first profit-

able industry in the Plymouth Colony. There are still fish in the sea and they excite the wonder and admiration of present-day sportsmen as had his home at Gray Gables on Buzzards Bay and the latter owned a handsome retreat which he called The Crow's Nest, situated on high truly as they did of Bartholomew Gosnold before the Pilgrims left Holland. Fishermen from every State in the Union annually cross the bridges which lead on to Cape Cod to ensnare the fish in the inland ponds dotting the entire cape, or engage in salt water fishing from the numerous Cape Cod ports and bays. Two and three hundred years ago the reason for selecting the locations of Cape Cod towns was largely because of the necessity of seeking the line of least resistance. Now the urge of the sportsman brings him to the same locations. A description of these geographical peculiarities, as given in a special report in recognition of the three hundredth anniversary of the settlement of New England, printed for the Department of Labor and Industries of the Commonwealth of Massachusetts, mentions: "Sandwich is in a niche among morainic hills, and has a stream of small water power and for the ascent of the herring. Falmouth is on a fertile plain at the eastern base of the moraine, close by fresh lakes and inlets of the sea. Barnstable is on good soil, by the waters of an ample bay, and counted much on for large supplies of salt hay from the Great Marshes. Hyannis is at the head of a branch of the great Lewis Bay, and necessarily on the southern-shore highway. Chatham was planted in the midst of a network of protected waters, and Orleans is at the head of Town Cove, a secluded bay which admits the tides to the middle of the Cape. Wellfleet stands at the head of its great harbor, once white with sails and affording upon its wide acreage of shallow bottoms a home for large crops of quahaugs and oysters. Truro is on the tidal inset of Pamet River, once a good harbor, then destroyed by silting, and now being reopened by the dredge. North Truro is the old Pond Village, by a small lake in a bowl-shaped hollow, where the dwellers are protected from the fierce winds of the outer Cape. Provincetown, late in origin, has outstripped other towns of the Cape for reasons that are purely oceanic—harborage, fishing, and the romance and scenic beauty of a marine environment."

Since the completion of the Cape Cod Canal, the Cape has been completely surrounded by salt water and is widely known as a salt water shore resort. There are comparatively few people who realize that the lakes and streams of Barnstable County have a large share in making it a region of pure delight. The lakes and rivers are as characteristic of the Cape as the ocean which surrounds it. There are two hundred and seventy lakes shown on the topographic map, most of them framed in emerald green to the water itself. Among distinguished men of a



HIGHLAND LIGHT, NORTH TRURO



THE WATER FRONT, HYANNISPORT

few years ago who found great pleasure on the lakes were the late President Grover Cleveland and the late Joseph Jefferson. The former land overlooking beautiful Buttermilk Bay, an extension of Buzzards Bay.

The ponds of Cape Cod are in a class by themselves, clear sparkling water, inhabited by fish which, in many instances, can be seen in large numbers as they fidget about the bait dropped for their entertainment and destruction. There are ponds all over the Cape, varying in their greatest depth from three feet to eighty feet, and in acreage from twenty to seven hundred and seventy-eight. Long Pond in Harwich is the largest and it has an extreme depth of sixty-six feet. Cliff Pond at East Brewster is much smaller, having only one hundred and forty-one acres, but its depth reaches eighty-one feet.

One of the interesting little ponds is Moon Pond at Provincetown. The cliffs at Truro, on both sides of the Cape, and the cliffs at Pilgrim Heights were once sea-cliffs, as, in all probability, Provincetown was once an island and North Truro area was once another island. These cliffs washed away, little by little, and built up the beaches connecting Provincetown with the mainland. Moon Pond is enclosed by these beaches with the cliffs at Pilgrim Heights adjoining. Moon Pond is a little pond of disturbed waters, so shallow that the wind stirs the mud at the bottom. There are numerous German carp in the pond and they help stir the mud and keep the water unattractive. The vegetation which has collected on the sandy sides make the surroundings artistic and alluring, however, and it is a little pond well worth visiting.

Another small pond of interest is Little Cliff Pond at South Orleans. It is estimated that the area is approximately twenty acres and soundings have been made which show the extreme depth is not less than fifty-four feet. Cobb's Pond at Brewster and Fresh Pond at South Dennis are dark colored, due to the steeping of peat bogs and swampy material in general. The former is eleven feet in depth in some places and is a trifle larger than Little Cliff Pond. Fresh Pond is a little larger than either but has a depth of less than ten feet.

There are several Long Ponds, the principal ones having that name being located in Harwich, the largest of the group; Wellfleet, Centreville, and South Yarmouth. The Wellfleet pond contains thirty-four acres, and has a depth of forty-four feet. The Centreville pond has sixty-nine acres and a depth of twenty-three feet. From all of these ponds there is a development of other ponds, Greenland Pond, Small's Pond, Mill Pond and Bushy Beach Pond, all belonging to Long Pond in Harwich as the beginning of a chain. Bushy Beach Pond contains many bushes and the pond bottom is completely covered with vegetation, including bladderworts, the yellow cow lily, the reddish leaves of

the watershield, the floating heart, so called because of the heart-shaped leaves; water pennywort, water lobelia, loosestrife, hedge hyssop and other pond flora, not forgetting the sweet-scented white water lilies which are found in abundance, the most desirable of all the floating growth. This is an abundant floating treasure on most of the Cape Cod ponds and thousands of them are pulled by early-risers among the boys and girls and offered to passing motorists who are glad to pay a fair price for such a sweet messenger of "Good Morning," saying it not only with flowers but with a delightful fragrance.

Mingling with these samples of water flora are turtles, water snakes, frogs and fish, while the shores of the ponds are overgrown with rushes, sedges and lobelia.

Gull Pond at Wellfleet and Cliff Pond at Brewster are good examples of ponds of glacial formation, catch basins formed in the gravel when ancient blocks of ice melted and left "kettle holes" or "punch bowls" which easily fill with water to a considerable depth. Most of the ponds of glacial formation have wide shelving sides or shores but no outlets. When they become low it is because of evaporation and lack of rainfalls.

There are deep, cool ponds in which are found red and white perch, pickerel, and occasionally bass. There are in most of them "kivers" or "roaches," sometimes called "pumpkin seed," the fish being the same but the name differing with the locality. They are not very large and hardly worth catching, while their carelessness about flirting with the fisherman's bait is proverbial. One catching a "kiver," as it is called on the Upper Cape, hesitates about throwing it back for fear he will catch the same fish over again and have to repeat the process unprofitably. Some of the deeper ponds have a temperature in August, the hottest month on the Cape, of about fifty-three degrees in the quiet water beneath the surface. This is usually the case where the water is more than fifty feet deep, such as Cliff Pond and Baker's Pond at East Brewster, Long Pond at Harwich, White Pond at Chatham, Scargo Lake at Dennis, Peter's Pond at Sandwich, and Mashpee Pond at Mashpee, where the Indians live.

The majority of Cape ponds are less than fifty feet in depth and are suitable for bathing, for those who care for fresh water bathing when there is an abundance of salt water bathing privileges available. Most of the shallower ponds have an August temperature of about sixty-five or seventy-five degrees. One hears of ponds with "no bottom," or so deep that no one has ever been able to find the bottom with the longest fish line, but these stories are myths. Drop a line with a sinker into the deepest part of Cliff Pond at Brewster and the sinker will strike bottom after a little over eighty feet of line has been let loose. This

will be line enough to find the bottom of any other Cape Cod pond. Mashpee Pond, one of the largest on Cape Cod, has a depth of sixty-eight feet. It contains three hundred and ninety-five acres and is very popular with the Indians, as it always has been, and doubtless was before the landing of the Pilgrims.

When President Grover Cleveland and Joseph Jefferson of "Rip Van Winkle" fame, were residents on Buzzards Bay, they were fond of fresh water fishing in Peter's Pond at Sandwich, with its clear, cool water reaching a depth of forty-eight feet, and containing one hundred and seventy-six acres of aquatic life, twenty-five acres larger than Spectacle Pond, another in Sandwich, and about ten feet deeper. Peter's Pond is surrounded by a wide sandy beach and contains practically no plant life. President Cleveland may have used his famous expression to his actor friend, "it is a condition and not a theory which confronts us," as he dropped his baited line into Peter's, as there are fish there for good fishermen, and the president and the actor were surely entitled to be called good fishermen.

Experienced and observant fishermen have a way of telling by the looks of a pond whether it contains fish and what varieties of fish may be expected to bite. Where there are white water lilies, the depth is usually about five feet and there is an accumulation of mud. These plants have large rootstalks, the lily pads make the surface calm and pickerel are apt to be found near them. The cow lily usually is found in the same locations, and pickerel weed offers a good place for fishing, as pickerel hide in the shade of these weeds.

These plants are found in Spectacle Pond, Sandwich; Walker's Pond, Harwich; Big Sandy Pond, West Yarmouth; Israel's Pond, Yarmouth; Great Pond, Provincetown; Robbin's Pond, Harwich; and Shallow Pond, Barnstable, among others; and in them the fleeting fishes play.

Flat Pond, East Brewster; John Joseph's Pond, Harwich; and Eagle Pond, South Dennis; have the surface covered at times with floating heart. This is the first aquatic with floating leaves and frequently comes ahead of the white water lilies, or where there is not sufficient mud to give good rooting ground for the fragrant, uplifted white and yellow faces which greet the morning sun.

A peculiarity about the Cape ponds is that most of them have no outlet, so one finds them surrounded by wide beaches, instead of having their edges overgrown with bushes. Being clear and still they mirror the sky and neighboring trees, the fine white sand surrounding them like a natural glistening frame enclosing an enchanting picture of earth and sky and tree-tops. There should be poems and songs written about the ponds of the Cape, for surely they furnish as much inspiration, born of real beauty and ever-changing colors and art, as the

lakes of Killarney, and are much clearer and more picturesque than the waters of Minnetonka or any of the others which have become popularized in song and poetic story.

There are one hundred and seventy-five lakes on the Cape to choose from, not to mention those which do not contain fifteen or more square miles. The number of the small ponds is beyond computation. The whole area of the ponds is said to exceed 37,000 acres, and to contain more fish to the acre than any other lakes in New England, with the exception of Maine. Of course this is one of the statements which is frequently disputed because no two people ever agree when a fish story is told. There are surely enough pickerel, black bass and perch, white and red, to make fishing a promising part of one's vacation, and streams abound in trout, if one finds the right streams.

One thing about Cape Cod which stands out prominently is that it has never been over-advertised. Some super-heated and high-powered salesmen, fresh from the mirages of Florida, showing in their talents a hold-over from the ancestry of native sons of California, perhaps, attempted to foist upon Cape Cod recently some Cape Cod houses which were of a type that never was, and to paint the lily, in an attempt to sell land to one crowd to sell to another and the devil take the hindmost. It was a method of sugar-coating something which tasted good in the first place, and real lovers of life as it is lived on the Cape became gunshy and waited till the real estate sharpers and their maps faded out of the picture, so they could buy what they wanted and build upon it and abide with it.

So it is with the bodies of water. The Cape Codder calls them ponds, the same as he knows his potatoes and little about the meaning of *pommes de terre*. Undoubtedly they could better be sold to the present generation if the name were changed to lake. There is Scargo Lake in North Dennis, Wequaquet Lake in Centreville, Shawme and Wakeby Lakes in Sandwich, Pleasant Lake in Harwich, Lake Manomet in Bourne and others in Barnstable, Falmouth, Yarmouth and all along the Cape which have become so called largely because of the visitors who have seen, admired and insisted upon calling them lakes. What is there at Saranac and Lake George to be given the preference, whether it be fishing, camping, boating, canoeing or bathing?

With such a wealth of scenery on such a stretch of shore, where the waves roll in with a temperature which is always warm, and the magnificent views over the ocean, it is not strange that the summer settlements have first grown up about the salt water. But the lakes are too beautiful to be overlooked and Cape Cod is destined, and is already on the way, to having hundreds of pretentious summer homes on the waters of the inland lakes.

Saving the Woods from the Fire Demon—Strangers expect to find in the vicinity of Plymouth and Cape Cod "A stern and rock-bound coast," because Felicia Hemans brought that phrase into the description of the scene at the landing of the Pilgrims. They also are carried away with the fancy, often times, that the Cape is a narrow stretch of sandy shore and are much surprised to learn that it has an interior of forests, as well as lakes, all adding much charm to the arm of Massachusetts. It is quite a problem to guard these forests against fires. Every summer a shameful toll has been exacted through carelessness on the part of those who roam about or camp in the Cape Cod woods. An experiment was conducted in the summer of 1927 in Barnstable, Bourne, Falmouth, Mashpee, Sandwich and Yarmouth, considered the worst forest fire hazards in the United States. The experiment will be continued another year, prevention, instead of suppression, being the method employed. Careful figures are being kept to prove that it pays. The area consists of about three hundred square miles of sandy soil, with a type of forest growth and climatic conditions which increase the natural fire hazard.

It is a serious problem all over the State to prevent forest fires but is an especially hard problem to deal with on Cape Cod, because such a large percentage of people come here for vacation purposes and they have to camp, picnic, walk and mingle with the sweet-scented Cape woods to get full value of the delights wrapped up in a vacation experience. Human beings are careless and carelessness causes many fires. Annually Cape Cod had been swept over by woodland fires which have caused great damage. Nature heals its own scars to a wonderful degree, but forest fires not only cause great property damage to the individual owners of the tracts burned over, but the burnt lots detract much from the handsome appearance of the Cape as a whole.

In 1913 a wooden observatory was erected at Barnstable as the first effort on the part of the State to check Cape Cod woods fires. The following year there was the observatory on Shoot Flying Hill in Barnstable, one in the cupola of the largest building on the Cape at Harwich, and one at the top of a forty-foot steel tower at Bourne. These three observatories are supposed to cover the forests in an area seventy-five miles long and varying in width from two to three miles, for that is the Cape Cod area between Buzzards Bay and Race Point, Provincetown. Pine and oak are the principal trees and with pine needles and oak leaves and the underbrush they afford good fuel for the flames. However heavy the rains, the light soil of the Cape enables the water to sink into the ground readily, and so the woods are dry most of the time in the spring and summer months when other localities may have more natural protection from standing water.

There are those who will tell you that a burning cigarette cannot start a blaze and that a burning cigar butt seldom does, but don't tell it to a fire warden, because the enthusiasm and deep-seated conviction, born of experience, with which he replies will force you to agree with him that what you said was a joke.

Picnic parties and campers, fishing parties and mayflower and huckleberry seekers have all contributed to the toll of mischief, but sparks from the railroad locomotives have probably caused more fires than all the others mentioned put together. Some years ago an experiment was tried of having the locomotives over the Cape Cod railroad burn oil instead of coal, but the experiment was not considered a success, and smokestacks continue to emit sparks as they travel up the slopes and around the curves. It is possible and probable that a locomotive traveling a score of miles has set a score of fires in some dry seasons, and State and town fire officials have done the best they could, assisted by volunteer helpers, to prevent the threatening damage. Many such fires burn until they reach broad highways which they cannot cross.

When a train passes over the railroad three pairs of eyes follow it anxiously with field glasses and when smoke is seen in the wake of the train the telephone is used to notify the fire warden or a deputy warden, as there is a warden in every town and a deputy in nearly every village. These watchmen and the alert wardens, deputies and volunteers have checked hundreds of fires every year, and their work being largely preventive, it is impossible to give any adequate figures to describe the property loss which has been prevented.

The railroad officials have coöperated in fire prevention by having fire patrols and by keeping the bushes, leaves and grass cut along the tracks.

The experiment referred to has the coöperation of the United States Forest Service, the Massachusetts Department of Conservation, the Massachusetts Forestry Association and the selectmen, forest wardens and residents of each of the towns in the experimental area. Hardly a year passes without a fire on Cape Cod, averaging \$10,000 in losses, with an annual devastation of more than 8,500 acres of woodland. There have been cases where fires have been deliberately started by those who wished to have an area burned over on which blueberries would grow another year.

The Federal and State governments appropriated \$2,000 each and the six towns from \$200 to \$500 each. The Massachusetts Forestry Association matched each appropriation, making \$8,400 in the fund for a three years' experiment. Forest wardens and other officials are also supplied by the coöperating organizations and public educational work is being carried on.

Two special fire wardens have specially built automobiles, a combination of coupé and fire truck, for putting out small roadside fires, and the automobile enables them to police their area to a certain degree and give advice and warnings to strangers passing their way. They have authority to arrest, without a warrant, anyone they find starting a fire without a permit.

Lectures are delivered, pamphlets given away, abandoned roads made passable for fire apparatus. The latter precaution proved valuable in April, 1927, when a fire started on the shore of Snake Pond in Sandwich, in a heavily wooded section, with a strong wind blowing. An area of 2,000 acres would probably have been burned over if the abandoned woods roads had not previously been cleared of brush. The Sandwich Fire Department was able to drive within two hundred feet of the head of the fire and stop it before six acres had been burned over.

By virtue of the prevention work there was much less fire loss in the six towns in 1927 than in previous years. The largest fire, which burned over 2,700 acres in Falmouth, was of incendiary origin.

It has cost the railroad company considerable money to adjust some of the claims made for destruction of forest fires, started by sparks emitted from the locomotives, but not all the amounts claimed have been paid. James H. French, when superintendent of the Old Colony Railroad's Cape Cod Division, told of the following claim:

"One extensive fire covered many acres and burned grass and woodland and cord wood. . . . There appeared a claim from one man for \$12,000 damage. We could not see how a place that had just been bought for \$2,500 could have so quickly advanced in value until the owner explained that the fire had burned all the nitrogen out of the earth. The incredulity of the railroad employee was well expressed by the remark, 'Yes, and I suppose all the oxygen was burned out of the atmosphere, too.' "

An attempt at reforestation was made by a farmer in one of the Cape towns beside the railroad some years ago and he had some young white pines growing, when a spark from a locomotive started a blaze in those little trees which was disastrous. White pines won't grow on the Cape anyhow, unless Wareham is included in Cape territory, but fire puts an end to them anywhere. The farmer made his claim and the adjuster made a satisfactory settlement.

The following year the farmer set out some more white pines on the same lot and again sparks from the locomotive and an adjustment by the railroad representative were included in repeated history. The adjuster was taking his departure when the farmer remarked casually: "Do you think it is too late to set out white pines this year?"

"Say, what do you take us for, a permanent income?" demanded the

adjuster. "For heaven's sake don't set out any more white pines until we have a chance to recover from the shock."

Exit Billboards and Sandy Roads—There is a growing sentiment throughout Massachusetts to remove unsightly billboards. The reason so many boards still remain is that some of those in the billboard business have taken pains to make their boards less unsightly and, as a matter of fact, almost attractive, when they are new or kept in good repair, well painted and showing good treatment. Some of them tell the motorist, some miles before they reach the next town on a journey, what the town is and something of its historical significance. There are well painted scenes and an appearance of neatness which makes them tolerable to many and so the sentiment has not reached the point where billboards of all kinds are taboo. There is, however, one section of Cape Cod where the landscape is unvexed by the glaring type and brilliantly colored pictures, and there are predictions by prophets that "The Pilgrim Highway" will be a scenic highway, glorified by nature's painting and not horrified by the spirit of commercialism which is too much with us.

Cape Cod's sandy roads in days gone by were not inviting to the travelers by horse and buggy, unless they knew the delights of the Cape were well worth the struggle. One visitor of that conviction was Daniel Webster who frequently sought the trout streams and the fishing ponds on Cape Cod, making the trips by means of his chaise, drawn by a faithful equine, to which the "expounder of the constitution" frequently rehearsed his eloquent speeches. In fact it was on the return trip from Cape Cod that Daniel Webster and Mrs. Webster, in the family chaise, with Fletcher Webster riding on a pony, turned aside and first saw the Thomas farm in Marshfield, which later became their home.

Oyster shells, crushed, and mixed with Cape Cod sand, composed road material which made the Cape Cod roads inviting, instead of repelling, at the end of the nineteenth century. It was from hard roads such as those that the country folk turned aside, to travel on the sand, "to save horse-shoeing," but with the coming of the automobile traffic, the shell roads were a delight. Cape Cod had something in road building, distinctive and enjoyable. Even oyster shells were not impervious to the traffic which motoring occasioned and the concrete or cement roads of today are "standard equipment" on Cape Cod and constitute one of its best investments.

Several years ago the Research Club of Provincetown was a leader in placing suitable markers on historic sites in that delightful town, which is in a class by itself. Bronze tablets have supplanted the wooden

markers, to a large extent, and the work began in Provincetown has extended to many parts of the Cape. This is an historic land, and, while its present-day delights are sufficient to fill every visitor with an unconquerable desire to come again and repeat the vacation experiences, the historic lore and lure are not to be despised. "The past, at least, is secure," and furthermore it is interesting. No one should consider himself educated or dealing justly with his mental equipment until he had mastered some of the treasure trove of Cape Cod sagas and certainties.

It did not require the offer of \$7,500 in prizes for the most artistic roadside stand, made by Mrs. John D. Rockefeller, Jr., in May, 1927, to get these outdoor markets started in front of many Cape Cod farms. Cape Cod may have witnessed the birth of the roadside stand, at least Cape Codders had the inspiration and placed them on the road before they heard of them elsewhere. Today they furnish an outlet for thousands of dollars' worth of fruits, flowers, vegetables, honey, poultry, berries, windmills, ships' models and every other conceivable thing in the name of souvenir and novelty all through the marketing season. The distinctive Cape product, sea food, is exposed for sale all along every arterial highway from the Buzzards Bay bridge to where the wreck of the rum runner lies grinding itself to pieces against the Cape Cod sand at the tip end of Provincetown. Lobsters, oysters and clams, the spoils of the sea, even the descendants of the multitude of fishes which inspired Bartholomew Gosnold to give us the name Cape Cod, are exchanged for the coin of the realm representing industry of every kind from every State, every day, after the blustering March gales have newly coated the sand dunes and, rushing through the leafless branches of the scrub oaks, harkening to the admonishing whisperings of the pitch pines, have performed their task of cleaning for the summer folk.

Eating clams, like olives, is an acquired taste, unless one was "to the manor born." It may have been, as Thackeray is reputed once to have said to a friend at dinner, as they contemplated the first course, "it must have been a very brave man who first ventured to swallow one of these," but the satisfied men who have since laid down their oyster forks have been legion. Some rude imitator of Lord Byron is said to have written on a bill of fare, as he waited to be served:

With the succulent oyster
I would revel and royster,
But as for a clam, Sir,
I don't give a d——n, Sir.

One needs, however, to become initiated into the peculiar flavor of a quahaug chowder, or take the third degree by mastering a quahaug pie, as constructed and served on its native heath, before he can feel

the inner satisfaction of being a true Cape Coddier. Then there is the razor fish and scallops, which are salt water delicacies, the mollusk dainties salvaged from the tidal waters, sought and found by traveling on the Cape Cod roads.

In 1911 a bill was passed by the Legislature permitting the Cape Cod towns to set aside grants for the propagation of quahaugs and clams, as well as oysters. Oyster grants had been commonly set aside under certain conditions for many years and oyster raising had become quite an industry. There are many miles of flats uncovered when the tide goes out and these flats have been naturally seeded with oysters, clams, razor fish, scallops and quahaugs. The inhabitants have secured valuable food from the flats in this way from the time of the coming of the Pilgrims. Since the law of 1911, with permission of the selectmen of the several towns, inhabitants making application may receive grants of flats not exceeding five acres in area, upon which they may have the exclusive privilege of planting and digging clams and quahaugs.

The State fish and game commission encourages a system of shell fish culture to develop the latent wealth of the tidal waters, and such sub-marine farms are a source worthy to be included in the material wealth of the Cape. When the tide goes out the water goes down from ten to fifteen feet, according to location on the Cape, and these farms are brought to view and in condition for planting and harvesting, where the irrigation is done by Nature and the duration of time that one can work can easily be determined before hand.

Small seed clams can be procured from other localities and planted on the grants and much of this seeding has been done in Wellfleet and other towns.

One of the pioneers in marine farming is Marcus H. Howes of Barnstable and it was largely through his influence that the bill of 1911 was passed, and he was one of the first to have a grant set apart for his experimentation and development. He took a plat where clams had never been found within the memory of the oldest inhabitant. In a year and a half he was harvesting clams and still continues to find a yield. This proved his contention that the quality of the soil had to be reckoned with and, if the right conditions were found and young clams planted, they would grow and become profitable to the owner. In order to make the right conditions, Mr. Howes spread six inches of marsh material over the barren flats, taking the material in scows at high tide and dumping it into the water, to settle where he wanted it. At low tide he saw that it was spread evenly. Then the clam spawn is set upon the ground and there is a time of waiting, which Mr. Howes found was about eighteen months before his first crop was ready for

harvesting. Upon three acres of flats Mr. Howes harvested from two to three thousand barrels of clams annually.

Many thousands of barrels of clams are shipped from Barnstable each year and nearly all Cape Cod towns supply the market more or less, with this food which supplies its own salt.

Seeing Cape Cod While Standing on It—Of course one can see Cape Cod from the windows of a motor car moving over the smooth black roads for which the Cape has been justly famous since it was previously justly famous for its oyster shell roads, decidedly Cape Coddish. He can see Cape Cod from his vehicle, traveling from forty to sixty miles an hour, and derive much pleasure from it and catch the scent of the wild beech plums, pines and bay berries, mingled with the tang of the sea. He can see Cape Cod in that way much as the Englishman can come to the United States for two or three weeks and go back and write a book upon the bally Americans, doncher know. It has been done and will be done again. But no one has really seen Cape Cod so that he knows it unless he has left his motor car behind and traveled on foot over the undulating sand dunes, into which one's feet slip and sink, until he becomes breathless with the experience, whether he has traveled up hill or down dale.

No one has seen Cape Cod until he knows the scrub oak and cob pines from Falmouth forests to Chatham hills, and over the province lands visited by the Pilgrim explorers before ever Plymouth was or any washing was done on Clark's Island.

In seeing Cape Cod no one can afford to miss inspecting the old picturesque doorways of the early Cape Cod houses. To ride past and get a fleeting glance is not sufficient. They will bear close inspection and the closer the inspection the more beauty they will be found to possess.

Many people think they have seen Cape Cod but few have labored so hard to see it as did Thoreau, in 1849. When others were seeking gold in California, the sage of Waldron Pond made a trip by stagecoach from Boston to Provincetown in search of natural treasures such as are found on the "bared and bended arm of Massachusetts; the shoulder at Buzzards Bay; the elbow, or crazy bone, at Cape Mallebarre (Chatham); the wrist at Truro; and the sandy fist at Provincetown, boxing with the northwest winds." Surely if General James Wolfe would rather have written "Gray's Elegy Written in a Country Churchyard" than to have been the conqueror of Quebec, there are those who would rather have written that description of Cape Cod, which has been quoted ever since, than to have amassed a quantity of gold dust.

Thoreau found "the most modern and picturesque structures on the Cape to an inlander, not excepting the salt works, are the windmills,

gray-looking octagonal towers with long timbers slanting to the ground in the rear, and those resting on a cart wheel by which their fans are turned around to the wind—sailors making land commonly steer by them, or by the meeting-houses. In the country we are obliged to steer by the meeting-houses alone.”

One can still see these windmills, the same ones which met the gaze of the Concord philosopher when he really made an effort to see Cape Cod before writing a book about it. As a consequence, he had to write two volumes and then didn't begin to tell the whole story.

Thoreau observed that “the whole coast is so free from rocks that we saw but one or two for twenty miles. . . .

“There I found it all out of door, large and real, Cape Cod, as it cannot be represented on the map, color it as you will. It was a very inspiring sound to walk by, filling the whole air, that is the sea dashing against the land, heard several miles inland. Instead of having a dog to growl before your door, to have the Atlantic Ocean to growl for the whole Cape.”

The way to see Cape Cod is to do some walking, just as Thoreau walked. He stopped at “a lighthouse or a fisherman's hut, the true hotel.” If one wants to see Cape Cod, standing on his own shoe leather, there are still the lighthouses and the fishermen's huts, and the same welcome and courtesy to be extended. Or one can keep in touch with his balloon tires and lunch at the wayside stands, where the “hot dog” beguiles and the clam fritter awaits to awaken a jaded appetite. There are hotels with all the comforts, conveniences and hospitality that can be desired or imagined, for it is, in these days, a real art to be a greeter and make one feel absolutely at home while away from home before he gets started for the next place. There is most assuredly a swift turnover in hotel guests in these days of rampant motor cars on a field of ginger, but if there is any place where the tourists' perturbed spirit can be made to come to anchor long enough to see where he is and what it has to offer it is almost anywhere on Cape Cod.

Do you wish to live again “the good, old days” of simplicity, where you can “bide a wee” and let the rest of the world go by? Then steer for Cape Cod. It fills the prescription. Or do you want to walk into the last word of hostelry-life, with spacious halls, brilliant lights, a dining room delectable to the eye as well as the palate, porcelain baths with hot or cold fresh or salt water, an orchestra amidst the palms and a radio tuned in on all creation? Go to Cape Cod. It is the playground of America, where the sea gives its best, the woods contribute health and sylvan delights, the land is fragrant and a pleasant land, and the breezes blow directly from heaven, freighted with just the temperature and balsam the doctor ordered. Cape Cod has adapted itself to all

classes who have the capacity for enjoyment and the appreciation for what makes life worth living, but it is an unspoiled island, and always will be, so long as endures that protection of that "sandy fist at Provincetown, boxing with the northwest storms."

CHAPTER XLI

AS THOREAU, DWIGHT AND WEBSTER SAW IT

Sage of Walden Used Ancient Stagecoach and Shoe Leather and Saw and Thought and Walked—Dr. Dwight Much Impressed With Salt Works and Cape Cod Architecture—The Ancient Rocker and Other Chairs—Sandwich Glass Had "Substance as Well as Beauty"—Windmills and Elm Trees — Hon. Josiah Quincy's Pride in Descent From A Cape Cod Mother.

There have been many books written about Cape Cod, some of them quite out of date from the standpoint of many readers, but one written by Henry Thoreau will never lose its charm and beauty, any more than the Cape Cod of which he wrote. Thoreau did not whisk from Wareham over gleaming black roads in an effort to see how swiftly he could burn up the road and how soon he could reach Provincetown and think he had seen Cape Cod when he arrived at the "sandy fist." There is no intended criticism of those who make the trip in that way. It is one way, and a very modern and pleasant one, of getting pleasure on Cape Cod. But it was not Thoreau's way and it is no way for any person to really see Cape Cod. They must do as Thoreau did—walk, look and think.

When Thoreau took his Cape Cod trip the roads were sandy and the railroad stopped at Sandwich. From Sandwich to Orleans Thoreau traveled by stage, through Barnstable, Yarmouth, Dennis and Brewster. Concerning his conveyance, he wrote: the coach "was an exceedingly narrow one, but as there was a slight spherical excess over two on a seat, the driver waited till nine passengers had got in, without taking the measure of any of them, and then shut the door, after two or three ineffectual slams, as if the fault were all in the hinges or the latch—while we timed our inspirations and expirations so as to assist him." What ever became of the coach which carried Henry Thoreau from Sandwich to Orleans? It should be preserved, if still in existence, just as appropriately as the Lafayette coach which Henry Ford retains as a pensioner at the Wayside Inn.

Evidently Thoreau was glad, upon reaching Orleans, to walk. That means of locomotion at least had one redeeming quality, there was room enough to breathe when one traveled on his own power. He enjoyed his walk towards Eastham, as he wrote: "Every landscape which is dreary enough has a certain beauty to my eyes, and in this instance

its permanent qualities were enhanced by the weather. Everything told of the sea, even when we did not see its waste or hear its roar. For birds there were gulls, and for carts in the fields, boats turned bottom upwards against the houses, and sometimes the rib of a whale was woven into the fence by the roadside. The trees were, if possible, rarer than the houses, excepting apple trees, of which there were a few small orchards in the hollows."

The route taken by Thoreau from Eastham was across to the Atlantic coast and northward. In the fields of Eastham and Wellfleet and on Nauset Plain it was all naked sand but it all had a compelling beauty to this man who thought as he saw as he walked. After walking through Truro, where the Pilgrims first trod, he crossed to the bay side of the Cape "to spend the noon on the shrubby sand-hill in Provincetown, called Mount Ararat, which rises one hundred feet above the ocean."

Thoreau saw "naked Nature—inhumanly sincere, wasting no thought on man." He examined the kelp and whittled it with his jackknife "that I might become more intimately acquainted with it, see how it cut, and if it were hollow all the way through. When we consider in what meadows it grew, and how it was raked, and if what kind of hay weather got in or out, we may well be curious about it." He came to the conclusion: "The seashore is a sort of neutral ground, a most advantageous place from which to contemplate the world. It is even a trivial place. The waves forever rolling to the land are too far-traveled and untamable to be familiar. Creeping along the endless beach amid the sun-squall and the foam, it occurs to us that we too are the product of sea-slime. . . . The stranger and the inhabitant view the shore with very different eyes. The former may have come to see and admire the ocean in a storm; but the latter looks on it as the scene where his nearest relatives were wrecked."

Thoreau got his greatest delight from viewing Cape Cod from the shore, not from the highway. He wrote:

Though the prospect was so extensive, and the country for the most part destitute of trees, a house was rarely visible—we never saw one from the beach—and the solitude was that of the ocean and the desert combined. A thousand men could not have seriously interrupted it, but would have been lost in the vastness of the scenery as their footsteps in the sand. . . . All the aspects of the deserts are beautiful, whether you behold it in fair weather or foul, or when the sun is just breaking out after a storm, and shining on its moist surface in the distance, it is so white, and pure, and level, and each slight inequality and track is so distinctly revealed; and when your eyes slide off this, they fall on the ocean. In summer the mackerel gulls—which here have their nests among the neighboring sandhills—pursue the traveler anxiously, now and then diving close to his head with a squeak, and he may see them, like swallows, chase some crow which has been feeding on the beach, almost across the Cape. . . .

The restless ocean may at any moment cast up a whale or a wrecked vessel at your feet. All the reporters in the world, and most rapid stenographers, could not report the news it brings. No creature could move slowly where there was so much life around. The few wreckers were either going or coming, and the ships and the sandpipers, and the screaming gulls overhead; nothing stood still but the shore. The little beach birds trotted past close to the water's edge, or paused but an instant to swallow their food, keeping time with the elements. I wondered how they ever got used to the sea, that they ventured so near the waves.

Provincetown is unique, fascinating, beautiful, in a class by itself, at least at the head of the class. With all its artist colony, the strut of glad clothing, funny hats, gaudy colors and artificial affectations, foreign to its nature but tolerated for a season, there is still enough of the original about it to call it "unspoiled." There is enough of quaintness about it to find a joy in the description given by Henry Thoreau, although it is more than three quarters of a century since he visited the Cape and wrote the description: "The front yard plots appeared like what indeed they were, portions of the beach fenced in, with beach grass growing in them, as if they were sometimes covered by the tide. You might still pick up shells and pebbles there. . . . A great many of the houses were surrounded by fish-flakes close up to the sills on all sides, with only a narrow passage two or three feet wide, to the front door; so that instead of looking out into a flower or grass plot, you looked onto so many square rods of cod turned wrong side outward. These parterres were said to be at least like a flower garden in a good drying day in mid-summer."

The visitor of the present day can easily agree with Thoreau in his estimate of the wondrous beauty in "the shrubby hill and swamp country" which surrounds Provincetown on the north. . . . "It was like the richest rug imaginable, spread over an uneven surface; no damask nor velvet, nor Tyrian dye nor stuffs, nor the work of any loom, could ever match it. There was the incredible bright red of the huckleberry, and the reddish brown of the bayberry, mingled with the bright and living green of the small pitch-pines, and also the duller green of the mayberry, boxberry, and plum, the yellowish green of the shrub-oaks, and the various golden and yellow fawn-colored tints of the birch and maple and aspen—each making its own figure, and, in the midst, a few yellow sand-slides on the sides of the hills looked like the white floor seen through rents in the rug."

Dragging for Anchors—It was not very long ago that dragging for anchors was given up, if indeed it has been wholly given up. There is something about the task which savors of adventure, a game of chance and skill all in one, and Cape Codders believe there are still anchors awaiting lucky finders.

"It is a singular employment, at which men are regularly hired and paid for their industry, to hunt today in pleasant weather for anchors which have been lost—the sunken faith and hope of mariners, to which they trusted in vain. . . . If the roadsteads of the spiritual ocean could be thus dragged, what rusty flukes of hope deceived and parted chain cables of faith might again be windlassed aboard; enough to sink the finder's craft, or stock new navies to the end of time. . . . But that is not treasure for us which another man has lost; rather it is for us to seek what no other man has found or can find—not be Chatham men dragging for anchors," said the sage of Concord.

During his trip on Cape Cod, Thoreau lodged with the keeper of the Highland Lighthouse and also accepted the bounty from the Wellfleet oysterman. His chapter concerning the latter is one of the masterpieces in the book and should not be overlooked. The oysterman, like many other Cape Cod people, "had lived too long to be hurried." With him Thoreau passed the night, with the casements and fireboards rattling in the wind and in the morning watched the preparations for the early meal. He wrote:

The old woman got the breakfast with dispatch, and without noise or bustle; and meanwhile the old man resumed his stories, standing before us, who were sitting, with his back to the chimney, and ejecting his tobacco juice right and left in the fire behind him, without regard to the various dishes, which were there preparing. At breakfast we had eels, buttermilk cake, cold bread, green beans, doughnuts, and tea. . . . I ate of the apple sauce and the doughnuts, which I thought had sustained the least detriment from the old man's shots, but my companion refused the apple sauce, and ate of the hot cakes and green beans, which had appeared to him to occupy the safest part of the hearth. But on comparing notes afterwards, I told him that the buttermilk cake was particularly exposed, and I saw how it suffered repeatedly, and therefore I avoided it; but he declared that, however that might be, he witnessed that the apple sauce was seriously injured and had therefore declined that.

But Thoreau was never squeamish. He tells elsewhere of the water once given him, "not yet suffered to cool, not yet to settle," and how he drank it, for his host's sake, "shutting his eyes, and excluding the notes by a skilfully directed undercurrent."

How many, after reading Thoreau's reference to beach grass see in it something interesting and poetical, instead of a general nuisance. He said of it:

Cape Cod is anchored to the heavens, as it were, by a myriad little cables of beach-grass, and, if they should fail, would become a total wreck, and ere long go to the bottom. Formerly, the cows were permitted to go at large, and they ate many strands of the cable by which the Cape is moored, and wellnigh set it adrift, as the bull did the boat which was moored with a grass rope; but now they are not permitted to wander.

Thoreau has been quoted in this chapter at considerable length because he, of all the writers concerning the Cape Cod of the Fifties, gives

the best description. He refers to the salt works and the windmills. There are still a few windmills on the Cape but they are more for looks than use in these days and several of them bear the legend: "Oldest windmill on Cape Cod." There was a time, however, when the winds which blew not only carried the vessels from Cape Cod to all parts of the world, contributing greatly to the prosperity of Barnstable County, but turned the wheels and ground the corn and assisted in the process of reclaiming salt from sea water.

Salt, Houses and Furnishings Described—Concerning the salt industry, Dr. Dwight, who visited the Cape in 1800, says:

A Mr. Kelly, having professedly made several improvements in the means of accomplishing this business, obtained a patent, about two years before this journey was taken, for making salt-works on the plan generally adopted in this region. Of these the following is a description: Vats, of a number suited to the owner's design, 20 feet square, and 10 or 12 inches in depth, are formed of pine planks, an inch and a half thick, and so nicely joined as to be water-tight. These are arranged into four classes. The first class, or that next to the ocean, is called the water room; the second, the pickle room; the third, the lime room; and the fourth, the salt room. Each of these rooms, except the first, is placed so much lower than the preceding, that the water flows readily from it to another, in the order specified. The water room is filled from the ocean by a pump furnished with vans or sails, and turned by the wind. Here it continues until of the proper strength to be drawn into the pickle room, and thus successively into those which remain. The lime, with which the water of the ocean abounds, is deposited in the lime room. The salt is formed into small crystals in the salt room, very white and pure, and weighs from 70 to 75 pounds a bushel. The process is carried on through the warm season. After the salt has ceased to crystallize, the remaining water is suffered to freeze. In this manner, a large quantity of Glauber's salt is obtained in crystals, which are clean and good. The residuum is a strong brine, and yields a great proportion of marine salt, like that already described. To shelter the vats from the dews and rains, each is furnished with a hipped roof, large enough to cover it entirely. The roofs of two vats are connected by a beam turning upon an upright post, set firmly in the ground, and are moved easily on this pivot by a child of fourteen or even twelve years. To cover and uncover them, is all the ordinary labor.

Dr. Dwight traveled through the whole length of Cape Cod, and thus described what he said "may be called with propriety Cape Cod houses."

These have one story, and four rooms on the lower floor; and are covered on the sides, as well as the roofs, with pine shingles, eighteen inches in length. The chimney is in the middle, immediately behind the front door, and on each side of the door are two windows. The roof is straight; under it are two chambers; and there are two larger and two smaller windows in the gable end. This is the general structure and appearance of the great body of houses from Yarmouth to Race Point. There are, however, several varieties, but of too little importance to be described. A great proportion of them are in good repair. Generally they exhibit a tidy, neat aspect in themselves and in their appendages, and furnish proofs of comfortable living, by which I was at once disappointed and gratified. The barns are usually neat, but always small.

It was small wonder that Dr. Dwight found the barns "always small," because Cape Cod has been a fishing and industrial county and its population "ship conscious" rather than given, or driven, to agricultural pursuits on such sandy and unpromising land. In recent years, however, agricultural efforts have brought forth good results. Both American and Portuguese farmers have made the light soil bring forth profitably. Many of the hazards encountered elsewhere do not disturb the Cape Cod farmer. Hurricanes, storms, swollen rivers, severe droughts are almost unknown. Cranberry culture has made Cape Cod as famous for that dark red product as ever Milwaukee was made famous by its amber brew. The strawberry industry annually produces shipments of half a million quarts, in addition to the large local demand and sales made at the roadside stands at the stores and delivered to houses and hotels for summer visitors.

Before the days of the "Cape Cod Rocker," so called; or the "Comb Back" with its place to rest one's weary head, if he could do so without running the danger of having the chair slip out from under him if he leaned back too far; the first rocking chair was invented and constructed in Kingston. It was, perhaps, the only rocking chair ever custom-made, as its intention and satisfactory service was in contributing to the comfort to an invalid in the Brewster family. More about this famous chair is related in the chapter concerning the town of Kingston, in the part of this history devoted to Plymouth County.

The "kitchen chair" was a real institution in the old days and was trotted out for the comfort of occasional visitors. This chair was beside the fireplace and the Dutch oven and the most popular chair in the house. The "Governor Bradford" chair and others appeared in their time. Just before the Revolution, the "Windsor" chair was added to the home equipment. The "Cape Cod Rocker" developed from the "Windsor," having a curved seat, with high back, high arms, spreading legs, considerably larger at the bottom than the top. Most of the chairs were black, with stenciled flowers. The seats were of pine and the rest of the chair usually of maple or birch. The older the chair, the shorter the rockers. They were a trifle tricky when one leaned forward, until the rockers were made to project sufficiently to add a measure of safety.

It has become almost a lost art elsewhere to replace the rush-seated chairs with the original sort of seats but it can still be done satisfactorily on Cape Cod. Even caning chair seats requires a skill which few people possess. The signs along the smooth highways of Cape Cod, over which motor cars from every State in the Union and from Canada pass with great frequency in the summer months, announce that rush-bottoming and caning chairs is a specialty with the people living within.

The early days of Cape Cod were days of straight-backed chairs and straight-backed men and women. There were no "easy chairs" and no easy lives. "The good old days" were days of toil and daily conquering that part of the world in which the people of those days dwelt. They would not be "good old days" for us, but there were rewards as well as sacrifices in them which compensated for the requirements and the Cape Codder who is not proud of his ancestors is unworthy of them.

There are still to be found in Barnstable County many old colonial pieces of furniture, in spite of the pleadings and offerings of large sums of money on the part of people who wish to possess them as so many things to show as trophies but to whom they can never "belong" as they do to those "to the manor born." Some of these pieces of furniture were brought from Philadelphia or other ports by sea. The new owners of these "antiques" tell their fashionable friends how typical they are of old Cape Cod but a large percentage of them were brought by grandfather as a present to grandmother, when grandfather sailed back home from a voyage which took him to Philadelphia. A large percentage of the early furniture was made in Pennsylvania, until the genius for making things in Connecticut became developed.

Those jugs and pitchers, plates and bowls in gray and brown, found in some of the cupboards, have been snapped up by the visitors, and they wonder just how they were made by the early residents of Cape Cod. Sometimes imagination brings forth the story of the manufacture of them with Sandwich glass or even connecting them with the manufacture of salt. But these explanations do not explain, they merely confuse. Those jugs and bowls and all the rest of the things were New Jersey pottery, brought home by the Cape Cod captains and sailors. Then came the Bennington ware, manufactured by the same people in some instances who had made the New Jersey pottery. This Bennington ware became common on Cape Cod, as it was purchased from the so-called tin peddlers. It came overland, rather than by sea, and that, in itself, does not seem like Cape Cod. The Bennington pottery was exchanged for Cape Cod products with the peddlers to a considerable extent about twenty years before the Civil War.

Glassmaking an Important Industry—One of the treasures of Cape Cod which has been much in demand for several years is authentic Sandwich glassware. Such pieces have been sought with an eagerness seldom seen except in the instances of antiquarians in search of their prey. Sandwich glass, whenever and wherever found, cannot be considered an antique, as it dates back to the nineteenth century period merely. There is a letter in existence under date of July 10, 1841, signed by Daniel Webster, in which he wrote to Deming Jarvis of the Boston & Sandwich Glass Company:

Washington, July 10, 1841.

My Dear Sir:

I have to thank you for your very handsome present of glass which arrived yesterday. All the pieces came safe and are exceedingly elegant.

They have substance as well as beauty and I shall have much pleasure in exhibiting them as specimens of the skill and industry of Massachusetts.

I please myself with the hope that I may find leisure before autumn to visit Sandwich once more, a spot in which I have spent so much agreeable time in years past.

With renewed thanks for your kind remembrance, I am, dear sir,

Yours truly
DANIEL WEBSTER.

Deming Jarvis, Esq.

The making of glass in Sandwich flourished several years and we have the testimony of Daniel Webster that Sandwich glass had "substance as well as beauty."

It is said that the first moulds for Sandwich glass were made by a carpenter at Sandwich. The name of Deming Jarvis is associated with Sandwich glass and Jarvis says in his book on American glass, as early as 1815 he imported pressed glass from England and Holland. From these patterns it is surmised the dolphin used freely in Sandwich glass candlesticks, compotes and other pieces appeared. A fine collection of glass made in Sandwich, possessed by Mrs. George W. Milton of Jamaica Plain, shows the dolphin. It is true, however, that the dolphin was a favorite decoration with glassmakers as far back as the Middle Ages and copied generally.

Deming Jarvis came to Sandwich in 1825 and interested the citizens in his plan for building a factory and making glass. The factory and dwellings for workmen were ready and the glass was first blown July 4. There were eight furnaces holding 800 pounds each and wood was used for fuel. The Boston & Sandwich Glass Company was incorporated February 22, 1826, by Deming Jarvis, Henry Rice, Andrew T. Hall and Edward Monroe. Sixty or more men were employed and 3,000 cords of wood were used yearly. By 1854 the capitalization reached \$400,000 and five hundred were employed in making a product worth \$600,000 yearly. Stores were built and the town prospered.

The company owned the sloop "Polly" which came almost to the door of the factory at high tide and took the product to Boston. In 1858 a railroad was built to carry the product to the wharf at any tide and the company bought the sloop "Acorn" to compete with the Old Colony Railroad in keeping freight rates down.

The company made a good quality glass. About 1860 an acid-etching machine was brought from Europe and glass shades were etched with forty or more patterns. Shipments were sent to the West Indies and lamps all over the world. The business was prosperous

until December, 1887, when the employees formed the Flint Glass Workers Union, refused to sign an agreement with the company, and the fires went out and were never rekindled. Ten of the employees formed a coöperative company in 1888 but the venture failed.

Among other things made at the Sandwich Glass Works were cup-plates, in the days when people not only cooled their tea and coffee in the saucer but drank it from that convenient receptacle. Cup-plates were made of porcelain and glass and many of them were found on the Cape a few years ago and they are still owned here, but in decreasing numbers, as the summer visitors have a way of taking them away with them in exchange for sums of money many times the amount they were ever expected to sell for when made at Sandwich.

Most of them commemorate historic events, bearing pictures of Bunker Hill Monument, the presidents, log cabins or other views which seemed appropriate. The earliest ones were manufactured about 1831 and in 1924 came a change of mould, so that the 1831 pattern is much sought after not because it was any more beautiful, quite the contrary, but it is more distinction to have one which is hard to duplicate. Some were of opalescent material but most of them were of clear glass.

The Sandwich glass makers were skillful workmen and it is a wonder how they were able to produce the sand-blasted lamps, with such a sheen and so smooth. There were many styles of lamps, the sand-blasted female figure supporting the bowl being one of them. Then there were bowls of red flashed with clear facets; others of blue or amber. There were amber candlesticks, some with the figure of a dolphin, which have a golden hue and lustre truly beautiful. It is small wonder that the craze for Sandwich glass came back a few years ago.

In 1850, a glass bowl made in the works of the Boston and Sandwich Glass Company, was presented to Hon. Daniel Webster, of which Mr. Deming Jarvis, in an accompanying letter, says "It claims the merit of being much the largest piece of flint-glass made by machinery in any part of the world. Two machinists were employed six months in forming the mould. This bowl is the first made in it, and is called 'the Union Bowl.' The name will not render it less valuable."

Daniel Webster, like Thoreau, and many other noted men, was very fond of Cape Cod, and in connection with the history at Sandwich, there is a letter in existence written by Daniel Webster to his son, the opening paragraph of which reads as follows:

"Marshfield, June 12, 1847.

"My Dear Son: I received yours last night with the gear. . . . I have fixed my old John Trout rod, and it does very well:—'Venerable man, you have come down to us from a former generation,' &c. &c. &c."

Concerning this illusion, the son of Daniel Webster afterward explained:—"The Mashpee River flows from a very large lake called Wakeby Pond, in Barnstable County, into the ocean, on the S. E. coast of Massachusetts. It is a short and rapid stream running into a deep valley, or rather, ravine, with high precipitous sides covered with a thick growth of small pines and various kinds of brushwood and shrubs. The only method of fishing it, is by wading along the middle and throwing under the banks on either side, it being unapproachable otherwise owing to the trees and underbrush. It was, as he states in his autobiography, whilst middle-deep in this stream, that Mr. Webster composed a great portion of his first Bunker Hill address. He had taken along with him that well-known angler, John Denson, usually called 'John Trout,' and myself. I followed him along the stream, fishing the holes and bends which he left for me; but, after a while, began to notice that he was not so attentive to his sport, nor so earnest as usual. He would let his line run carelessly down the stream, or hold his rod while his hook was not even touching the water; omitted trying the best places under the projecting roots of the pines, and seemed indeed quite abstracted and uninterested in his amusement. This, of course, caused me a good deal of wonder, and, after calling his attention once or twice to his hook hanging on a twig, or caught in the long grass of the river, and finding that after a moment he relapsed again into the same indifference, I quietly walked up near him and watched. He seemed to be gazing at the overhanging trees and presently advancing one foot and extending his right hand, he commenced to speak, 'Venerable men,' &c. &c. We afterward frequently referred to the circumstance as he does in the above letter."

It should not be inferred that the Cape Cod windmills were used exclusively to grind corn or in the manufacture of salt from sea water.

A few years ago Alfred Crocker, clerk of courts of Barnstable County, became the possessor of a curious document, issuing a patent for a windmill to cut or polish stone. It was on parchment, dated more than a hundred years ago, signed by James Monroe as president, John Quincy Adams as secretary of State, and William Wirt as attorney-general. The signatures appeared in good state of preservation and the document showed that Cape Cod windmills were inventions of Cape Codders, at least that particular one, but whether there were a sufficient number of stone to cut or polish to keep the mill busy is another matter.

One of the charms of the Cape is the prevalence of shade trees in several of the peaceful, pleasant towns. Among them are many elm trees which bid defiance, like Cape Cod itself, to the east winds. These elm trees lean perceptibly toward the east, firmly planted to withstand the mightiest blast.

The story was told in the "Cape Cod Magazine," of October, 1917, that:

Years and years ago a member of the Massachusetts Legislature, from the elbow of Cape Cod, crossed Beacon Street, Boston, into the Common. He noticed that the great elm trees were dropping their seeds, and he gathered up a handful. When he went back to his old home on the south road out of Orleans, he made a bed of good soil and planted these little memorials of Boston and its Common. Two or three years later he set out the saplings on both sides of the road and in his yard and along his driveway. Today even the scurrying automobilist, as he sweeps down the hill into that elm-arched hollow and sees the ancient house guarded by the noble trees, is struck with admiration at the beauty of the spot. In the fact thus told there lies a bigger truth—for those who like to think that the sentiments and uses that have given the Common its perpetual place in Boston's affection have been carried far and wide, like those living seeds, to strike root, and rise in beauty, the whole country over.

Fathers and Mothers to Be Proud Of—Cape Cod still is an "unspoiled land." It is ludicrous to speak of any part of the United States in terms of "antiquity" in a European sense. But if the word can be applied to any part of the East it is more appropriate in the stretch of sand and romance from Wareham to Provincetown than anywhere else, even though one can remember stories which were told by his grandparents about people whom they knew which carries the chain of recollection almost back to the beginnings of Massachusetts, and therefore of the United States, leaving out the mound builders, the Indians and the Norsemen. All this section is "hopelessly young" in one sense but delightfully antique in another, and surely the same warrant which justifies calling the old spinning wheels, kettles, platters and what not of Colonial days "antiques" holds good for references in words on paper.

The houses of Cape Cod are a delight in themselves, plain, unpretentious homes constructed in the days of simple living, added to as the family increased or another stage in prosperity made it possible. It is well to remember that the old houses of Cape Cod were not builded on mortgages. Most of them never had a mortgage upon them and the few which had shook the mortgage off as rapidly as treasures derived from the sea could be used for that purpose.

In these delightful old Cape Cod houses are delightful Cape Cod people, many of whom having ancestors dating back to the earliest coming of the people from Europe, more especially the British Isles, since it was a long time before the immigrants came from anywhere else. The staunch old families made and held their place in local and national history and gave a good account of themselves whatever the issue and whatever the necessary sacrifice. The old Pilgrim stock of the Barnstable Plantations and their descendants assay satisfactorily in the crucible of tests which have tried men's souls.

In 1854, the Cape Cod Association, of Boston, celebrated their third anniversary in Yarmouth, August 2, at which Chief Justice Shaw presided. A large concourse was in attendance, and many distinguished guests who were not of Cape Cod origin. In recognition of these last, the Judge felicitously remarked, "We welcome them to our meeting and to our hearts; and though they may discover in our speech and manner a little family pride, a little self-gratulation in hinting at the nobleness of our birth and the dignity of our descent from Cape Cod ancestors, yet we feel assured that they will rightly appreciate this harmless vanity, and attribute it to a momentary feeling of local exultation, designed wholly for house use; and we trust they cannot fail to perceive, underlying this sparkling ripple on the surface, there is a deep and abiding love and devotion in our hearts, to all the great interests of personal improvement and social elevation, which we have in common with all the wise and good."

There was manifest by the way, no great unwillingness on the part of some whose claims were thought to be doubtful, to prove the legitimacy of their descent from this quarter. One of these, Hon. Josiah Quincy, Jr., alluding to the fact that some had confessed that they were not descended from the fathers of Cape Cod, remarked "Neither am I; but I am proud to say that I am—what is a great deal better—descended from the Mothers of Cape Cod. His honor, the chief justice, has raised a point of law. I have a decision of the Supreme Court,—not of Massachusetts, but of the Province of Massachusetts Bay—given a hundred and thirty years ago, which proves my right to be here. It so happened that the gentleman who held the office of Chief Justice was my great-great-grandfather. Whether he was judge of law, I know not; but he was a judge of ladies. Being Chief Justice, he came down to this part of the world, and, I suppose, like His Excellency the Governor, having no criminal or civil business to do he looked after the young ladies. The result was that after he got home to Braintree—Quincy that now is—he called his son Josiah to him and advised him to go straightway down to Yarmouth, and to inquire for the house of one John Sturgis, and to make himself as agreeable as he could to Miss Hannah Sturgis, who was there. Well, my ancestor was, like his descendants, a very dutiful son, particularly when his father told him to go and see the girls. So down he came to Yarmouth. Whether he succeeded in the object of his mission or not I will not say; but I have the honor of addressing you at this time. There were no revolvers at decisions in those times, and consequently the reports are not extant; and I believe this is the only case of adjudication by my ancestor, the report of which has been preserved."

CHAPTER XLII

AGRICULTURE AND PATRIOTIC SACRIFICES

Largest Single Farm East of the Mississippi River is in Barnstable County and is a Success—Cranberries, Strawberries, Poultry, Especially Ducks, Furnish Profitable Industries—Community Efforts Through Organizations—Advantages of the Canal—Pioneers in Chasing the Whales—Col. Otis and Other Notable Patriots in the Revolution—First Overt Act Constituting "Treason"—Adventures of David Snow and "Davie"—Wreck of the "Somerset"—Recovery From Devastations of the Wars.

There are multitudes of people who have been regaled with the idea that the people of Cape Cod were web-footed and that the Cape itself was composed of sand dunes which drifted with every passing breeze, so that it was impossible to raise any vegetation. Somehow the impression seemed to get abroad that transportation should be by camels and that, if a human being attempted to walk a mile for a camel he would flounder in the shifting sand. Such is fame, when it is left to joke-smiths and ignoramuses. As a matter of fact the largest single farm east of the Mississippi is on Cape Cod and it is a farm which gives a good account of itself, a responsive farm which is giving demonstrations of what it was intended to teach, that farming on a large or small scale on Cape Cod will bring liberal rewards.

There is no trouble about the market, as two million consumers live within a radius of sixty miles from the westerly end of Cape Cod and a small proportion of them are engaged in farming. Soon a port on the Cape Cod Canal will bring a speedy water connection with the New York market, if one is needed. The demand for Cape grown vegetables, berries, poultry and other things to eat at the roadside stands in front of the farms on which they are produced requires supplies sufficient to load many freight trains. In the season when things are growing in the gardens and the poultry are waxing fat and tender, the wonderfully smooth black highways of Cape Cod are covered with steady processions of motorists eager to exchange good dollars for good food.

Back from the highways, even in some of the sandy hills near the tip end of Cape Cod, in the vicinity where it is literally true that real estate migrates as the winds blow, there are peach orchards and other trees yielding fruit in their season as luscious as ever grew anywhere under the sun.

The blueberry crop, harvested on Cape Cod, is by no means insignificant. It is a wild but profitable crop and whole families of the Portuguese population seem to know just where to find them and how to pick them in quantities almost unbelievable. These same latter-day Pilgrims own prosperous farms and comfortable homes and are good citizens. It was they who discovered the great possibilities of raising strawberries on the farms which they hewed out of the Cape Cod woods and they have been prominently identified in that industry and in farming in general since they began to take up land in large numbers about 1895.

Of course, everyone knows that Cape Cod is the home of the cranberry and here it is sought on its native heath, where cranberries have grown wild on the borders of the ponds and in the extensive meadows. The Indians had a word for cranberries and used them for medicine as well as food, even as you or I.

About 1850 when the windmills were exchanged for the wheelbarrow as a popular wheel on the Cape Cod farms, the cranberry was given a ride to a college education. Bogs were constructed by cutting down the trees and bushes in the lowlands, clearing out the roots and stumps, draining the land and frosting it with a plentiful supply of Cape Cod sand which was lying around for the taking. The fresh water swamps on the Cape are no longer mosquito-breeding problems. They are cranberry bogs, yielding good incomes. The total area under cultivation in Barnstable County is approximately 5,000 acres, bearing twenty barrels to the acre.

There are various methods of picking cranberries from the vines but the long-toothed scoops are still employed in the process by pickers who get down on their knees in the process, and detach them from the vines with surprising swiftness. The berries are then carried to the packing houses where they are stored in boxes until they are ready to be prepared for shipping. The chaff and decayed berries have to be separated from those which are sound and this is done by a machine called a "separator." The berries are poured into a hopper, a blower takes out the chaff and the sound fruit proceeds along to lower levels, like rolling down stairs, leaving the unsound berries behind. Hand-screening has to be resorted to to make a clean job of removing all the unsound berries but the hopper and stairway reduces the work to a minimum.

Nearly half a million barrels of cranberries constitute a normal Cape Cod crop.

Until about 1880 the crop was picked by hand and furnished labor for a large number of women and children. A skillful man, handling a scoop, can pick fifty bushels in a day. A power picker, now in exist-

ence, seems destined to make the picking season brief, which is an additional point in its favor as some of the picking is done in the season when a frost is likely to nip the berries. It has sometimes been necessary to flow the bogs to prevent the berries from freezing and wait until warm weather before draining and drying for a resumption of the harvesting.

Most of the cranberry crop is marketed by a coöperative sales corporation called the New England Cranberry Sales Company. The company has packing houses in various locations and headquarters in Middleboro.

The important strawberry industry of the Cape dates back to about 1910 but the first few years marketing conditions were poor. The Cape Cod Strawberry Growers' Association came into existence in 1915 and has developed into an organization which has assisted materially in paying off many farm mortgages. No section of the United States is more favorably located for the production of high-class strawberries and more than half a million quarts are shipped elsewhere and car loads are sold to local consumers every day during the season.

The Cape Cod soil is light enough to be easily worked and heavy enough to withstand drought. As a matter of fact severe droughts are seldom known on the Cape. Rainfall is frequent and normal. Fruits and berries thrive. Huge tracts of wild brush land of the long ago left leaf mold which comes to the aid of the farmer and the additional encouragement of a moderate amount of fertilizer make the rewards of agriculture satisfactory and in great variety. The winters are mild, insuring the strawberries and small fruits from excessive cold. Some of the strawberry growers harvest as many as three hundred bushels to the acre, with a return of \$1,200 per acre.

Agriculture on Cape Cod receives considerable assistance from the Cape Cod Farm Bureau. This was organized January 20, 1916. The bureau coöperates with the Federal government and field agents are employed to give instruction and practical demonstrations in agriculture and home economics. The Boys and Girls' Club movement also flourishes in Barnstable County and too much cannot be said of the good which this organization is doing in interesting the rising generation to become enthusiastic and useful citizens in the pleasant paths of wholesome country life and home making.

It is not the "dirt farmer" alone who is a power for good in the county. Poultry raising and, more particularly duck farming, are important. This section is known elsewhere as the home of the duck sandwich, thousands of which are eaten at the roadside stands daily in the summer. Roast duck is greatly in demand at the hotels and numerous motor inns.

The Cape Cod Poultry Association was organized March 19, 1921, has more than one hundred members and most of the towns are represented at the meetings. It has done much to educate and promote the best interests of those who are doing business in a natural poultry section, well-drained and capable of furnishing safe free range as well as producing home-grown feeds.

At the opening of this chapter there was a promise that it would disclose the largest single farm each of the Mississippi River as a going concern of profitable acreage. This is Coonamessett Ranch. It has 14,000 acres of tillable land in the towns of Bourne, Sandwich, Mashpee and Falmouth, is owned by the Coonamessett Ranch Company with headquarters at Hatchville, in North Falmouth.

The summer residents look to a herd of an hundred cows to supply them with milk produced under the most modern and sanitary conditions. They also expect the best and freshest vegetables from its market-garden and get them. It is a gigantic object lesson in tuning in on nature's life-giving bounties, set down in the little county which faces four seas. It is an altruistic farm, interested in encouraging farmers to try farming on any scale in this section, where there is a general level of prosperity and where nature operates on an even keel, in a community of good neighbors.

"Good Art is Good Business"—The Cape Codder lives the prayer of Sam Walter Foss,

Let me live in a house by the side of the road
And be a friend to man,

and he wants his house to express his good-neighborliness. This is what the typical Cape Cod house does to perfection. Cape Cod has an architecture all its own, as rugged, defiant, genuine and hospitable as its population.

There is among the summer population at Truro, an internationally famous artist, Gerrit A. Beneker, honorary vice-president of the Provincetown Art Association, Inc., and a lover of every genuine quality of the Cape and its people. Mr. Beneker gave "A Little Talk on Art" before the Cape Cod Chamber of Commerce at Hyannis, April 7, 1926, which referred lovingly to the Cape Cod architecture and the dangers which confronted it. Among other things he said:

Most people who come to Cape Cod, from all parts of the country, come here not alone because of the health-restoring qualities of our air and the restfulness of broad spaces of sea and land, but also, because they like to dwell for a time in the quaint atmosphere and spirit of our early settlers. There is a charm about Cape Cod which is to be found nowhere else save in New England and this charm lies in the quaintness of the little homes and churches built by the hands and simple spirit of our forefathers, many years ago.



MASONIC BUILDING, HYANNIS



NORMAL SCHOOL, HYANNIS

If you, as business men, are interested only in selling real estate, in turning over acreage to your best immediate advantage, regardless of who is going to buy these acres and build on them, if you are interested only in getting swarms of people to come here—which will in turn bring more business to the butcher, the baker, and the undertaker,—your project will fail for Cape Cod will cease to attract.

If, on the other hand, you, as business men, will foster the preservation of traditional atmosphere and spirit of Cape Cod and promote new development and building in keeping with this historic, quaint and charming spirit, you will find yourselves building on a foundation which will constantly tend to enhance and increase not only the desire of appreciative people to come here but you will also increase the value of your own property as well.

Seek to maintain and promote the spirit of the Cape, and that spirit is beauty, not only in its natural surroundings but in the craftsmanship of our forefathers.... Good art is also good business.

The Cape Cod Chamber of Commerce listened and has lent its influence to put art in business and safeguard the beauty of Cape Cod.

The Cape Cod Chamber of Commerce was organized in 1921 and has taken an active part in every movement which has offered an opportunity for the best interests of Barnstable County. Meetings are held in various towns in the county, addressed by speakers who bring a real message to the members. These meetings have aroused a gratifying interest in public affairs affecting the prosperity of the Cape. Among other projects sponsored by the Chamber of Commerce in recent times have been a steamship terminal on the canal, a public school survey, enhancing real estate through constructive methods, the New York, New Haven & Hartford Railroad's special train, the Cape Codder, leaving New York Friday evenings and leaving Hyannis, for return, Sunday evening; planning boards, building regulations, restoring Hyannis Harbor safeguarding the shell fisheries, furnishing publications setting forth the natural advantages and beauties of the Cape, forest fire prevention, doing away with the billboard nuisance, and many other movements. No attempt is being made to give anything like a complete list, but merely mention of some of which are typical.

The Cape Cod Canal has had numerous allusions made to it already, as the idea dates back to the Pilgrims. The canal slices Barnstable County from the main land and connects Barnstable and Buzzards bays. Its length is thirteen miles from thirty-foot depth in both bays. Its length from shore to shore, within the towns of Sandwich and Bourne, is eight miles. Its depth is twenty-five feet at mean low water and the width at the bottom is from one hundred to three hundred feet.

The Commonwealth of Massachusetts granted a charter to the Boston, Cape Cod and New York Canal Company on June 1, 1899. The

canal was opened for traffic July 29, 1914. There has been a steadily increasing number of vessels pass through the canal each year. In one year 8,140 vessels, with 5,172,714 gross tons, passed through the canal, carrying 120,000 passengers and 2,000,000 tons of cargo.

The Federal government took over the operations of the canal, as it did the railroads, during the World War, and about the same time instituted condemnation proceedings to acquire the ownership of the canal by right of eminent domain. The case was a long time pending but terminated in government ownership in 1927. The canal reduces the distance between Boston and New York City from three hundred and thirty-four to two hundred and sixty-four statute miles. It eliminates the dangers of the route across Nantucket Shoals and around the hook of the Cape, the graveyard of the sea. During the past half century the toll exacted by the sea between Gay Head and Provincetown was more than seven hundred lives and \$25,000,000 worth of property.

The canal is capable of great commercial development, starting with an adequate dock to make possible steamship service to facilitate the movement of fish, fruits and vegetables to the New York market; and for passenger travel, to make Cape Cod easily available for the New York business man and his family.

There is much on Cape Cod to attract tourists from New York. Its eastern shore is caressed by the Gulf Stream which gives Cape Cod a continuous warm bath and an all-year moderate climate, having one hundred and ninety frostless days and nights. The bathing in the landlocked, picturesque harbors or open sea is without chills or dangers in either location. There are safe natural harbors for boats. Whether one is a fisherman, golfer, bather, horseback rider, motorist, farmer, artist, hunter, antique collector, tramp, hermit or student of human nature, or all of these and some distinct type of his own, Cape Cod furnishes the right stage setting, the opportunity, inspiration, safety and beauty to allow him to go as far as he likes and live as happily as he can desire.

There are at least five 18-hole golf links on Cape Cod and beauty surrounds them all. One can enjoy the scent of the pines, the freedom and purity of the Cape Cod breezes and the sight of the sea and the pleasant land as accompanying favors to whatever conservative form of vacation pleasure he takes up.

The more one tries to tell the story of Cape Cod, the more his wonder grows at all its undiscovered beauties and attractions. The fine art of the advertiser and promoter has hardly scratched the surface. With 1,100 miles of excellent highways, everyone leading to additional beauty and comfort; and two hundred miles of shore front, ocean and bays; with an inland lake on nearly every country road furnishing glorious

settings for fishing or camping, it seems like a mistake, at least unnecessary, to go anywhere else to drink of the wine of life.

Amid these surroundings, associating with the delightful people who just naturally get that way with such perpetual environment, one wonders about the background of ancestry and dramatic action which brought about this heritage. In retrospect we view the early settlement of the towns and the geographic influences which affected them, agriculture and fishing, the first occupations, still pursued profitably; the development of whaling since the days when watching for drift whales was a favorite outdoor sport, especially for the ministers, since "part of every whale cast ashore should be appropriated for the support of the ministry." The important part played by Cape Cod men in the Revolutionary War passes before one's eyes as in a dream, and the recovery of the fishing industry which became nearly lost during the war. Fishing and marine commerce reached their supreme development about 1850, and declined after the Civil War. The salt works flourished beneath the windmills in 1850 until the last one, operated at Yarmouth, stopped in 1885. Cape Cod has had its share in whaling, coasting and oversea trade but the ancient docks are falling to decay.

The sails of Cape Cod have been borne over the surface of the seven seas. Wherever there has been adventure, commerce, work or duty the Cape Cod boy has performed a man's share. He has been typical of Massachusetts, of America.

There is no locality in which a description given by the late Dr. Edward Everett Hale in his "Story of Massachusetts" rings more truly than in Barnstable County:

The real Massachusetts man likes to subdue the earth. He believes God bade him subdue it. If he cannot do it in one way he does it in another. Wholly beneath all changes of charter or dynasty, quite irrespective of government or of law is the passion to create something which did not exist before. The Massachusetts man does not do this simply because he is hungry or naked or cold. He does it because God sent him to do it. The motto of the State might be, "Do all to the glory of God." If he cannot raise wheat, he catches beaver. If he cannot catch beaver, he catches codfish and mackerel. If he cannot catch these, he builds ships and sells them; or he uses them himself, or he pursues whales over the world. If he may not go for fish and for whales, he goes for the enemy who forbids him. If the folly of his own government breaks up his commerce by sea, instead of that he begins a great system of manufacture by land. If the changes of commerce put an end to the voyages by which he made himself at home in the Pacific, he builds one and another system of railways to unite the two great oceans, and is recognized as the master of a commerce a hundred times larger than that in which he engaged before.

It is this passion to control nature, existing among all her children who are true to the maternal instinct, that has made Massachusetts what she is.

Previous to the Revolution small mills and factories had been erected

on Cape Cod and house industries were universal. It was necessary to have a grist-mill to convert the corn into meal and the first mill of this kind, after the migration from Plymouth, was in Sandwich. There were always brooks and streams but the fall was so slight that water power was not as suitable as in the more hilly sections of Plymouth County, hence the Cape Cod windmills.

In earliest days drift whales were eagerly watched for. Later boats were used to go whaling off shore. An official letter sent to England in 1688 referred to the great profit derived from the taking of whales. The Plymouth Colony was the pioneer in this industry and it was not until 1700 that there were any followers, except at Nantucket. Provincetown, in 1737, sent a dozen whalers to Davis Strait in the Far North. At the opening of the Revolution, Falmouth, Barnstable and Wellfleet had thirty-six whalers in northern waters. By the end of the Colonial period, the Plymouth Colony had more than a thousand ships and more than ten thousand men in pursuit of the monsters of the deep. About thirty of the whaling vessels at that time hailed from Chatham.

Cape Cod in Struggle for Independence—Nearly all the men of Plymouth Colony were trained seamen, destined to play an important part in the first American Navy. When the Stamp Act was passed by the British Parliament in 1765, in New York one of the sons of Cape Cod, Captain Isaac Sears, was placed at the head of the Committee for General Safety. A former commander of a privateer, now at the head of those committed to the spirit of resistance to the act, stamps were seized and burned. A congress of deputies from each colony met in New York in October to "consult on the common interest." This was the first Continental Congress ever held. The president of the assembly was another son of Cape Cod, Timothy Ruggles, formerly of Sandwich.

Without attempting to rehearse the many grievances which added to the indignation on the part of the colonists, such as taxing the colonies, imposing duties on tea, paper, glass, etc., stipulating that offenders against the laws should be sent to England for trial, according to "the mutiny Act," it is well to recall that James Otis, Jr., said "Let Great Britain rescind; if she does not, the colonies are lost to her forever."

This was a prophecy made by a native of Barnstable who attained a world-wide reputation as a patriot. This is the man who said in Boston, in 1761, at the trial of the question of a legality of writs of assistance which the officers of the customs had applied for to the judges of the Supreme Court: "I oppose the kind of power the exercise of which in former periods of English history cost one king of England his head and another his throne. Let the consequences be what they will, I am determined to proceed and to the call of my country am ready to sacrifice

estate, ease, health, applause and even life. The patriot and hero will ever do this."

John Adams, in reference to that speech and that occasion said: "Otis was a flame of fire; with a promptitude of classical allusions, a depth of research, a rapid summary of historical events and dates, a profusion of legal authorities, a prophetic glance of his eye into futurity, and a rapid torrent of impetuous eloquence, he carried all before him. American independence was then and there born."

Col. Otis, in 1765, wrote his "Rights of the Colonies Vindicated," which was republished in London, for which he was threatened with arrest. For his protests against the conduct of the commissioner of customs and others of the ministerial party, he was assaulted by one of the commissioners, September 5, 1769, in a public room and left wounded and covered with blood. From this assault he never recovered his full mental powers. He was struck by lightning, May 23, 1783. President Adams said of him: "He left a character that will never die. I have been young and now I am old, and I solemnly say I have never known a man whose love of country was more ardent or sincere."

Events reached a condition which brought about a County Congress at Barnstable, November 16, 1774. Two months previous to that date there was an occurrence in Barnstable County, referred to by Hon. Abraham Holmes of Rochester, one of the participants, as "the first overt act, done in the face of day, without disguise, in the controversy with Great Britain, that, according to British jurisprudence, would be called treason."

According to Mr. Holmes:

The British Parliament, in its mad career, had assumed a right to mutilate the charter of Massachusetts, which was a solemn contract between the king on the one part and the Province on the other. Parliament was not a party to it, nor was it made under any authority from them, or with any reference to them, and with it they had no more right to interfere than had the Bonzes of Japan; but this authority Parliament assumed, and, by an Act, had taken from the House of Representatives the right to choose the Council—a right granted the Province by its charter; and had authorized the king to appoint the council by mandamus, and directed the sheriffs of the several counties to appoint the jurors instead of their being drawn, as was provided by law, from the jury box, by the selectmen.

After viewing the matter in all its aspects, it was agreed that nothing that might follow could be so bad as tame submission. As the Court of Common Pleas was to be holden in Barnstable on the first Tuesday in September, it was resolved to begin with that court, and prevent its sitting for the transaction of any business whatever.

Accordingly a considerable number of men from Middleboro, more from Rochester, and many from Wareham, repaired to Sandwich on the Monday pre-

ceding the time for the opening of the court, and were there joined by a large part of the population of that town. Dr. Nathaniel Freeman of Sandwich was unanimously chosen the conductor-in-chief of the enterprise.

On Tuesday morning the body marched to Barnstable, and were there joined by a considerable portion of the population of that town; making about 1,500 in all. Commissioners were then appointed to ferret out the disaffected among the people, and bring them to a renouncement in writing of their Toryism. The result was all signed "recantations."

Colonel Otis, the chief justice, then addressed the people, inquiring, "Gentlemen, what is the purpose for which this vast assemblage is collected here?" and was answered by Dr. Freeman: "May it please your honor, oppressed by a view of the dangers with which we are surrounded, and terrified by the horribly black cloud which is suspended over our heads and ready to burst upon us—our safety, all that is dear to us, and the welfare of unborn millions, have directed this movement to prevent the court from being opened or doing any business. We have taken all the consequences into consideration; we have weighed them well, and have formed this resolution, which we shall not rescind."

The chief justice, then, calmly but firmly replied, "This is a legal and a constitutional court; it has suffered no mutations; the juries have been drawn from the boxes as the law directs, and why should you interrupt its proceedings? Why do you make a leap before you get to the hedge?"

Dr. Freeman responded, "All this has been considered. We do not appear here out of any disrespect to this honorable court, nor do we apprehend that if you proceed to business, you will do anything that we could censure. But, sir, from all the decisions of this court, of more than forty shillings amount, an appeal lies; an appeal to what? To a court holding office during the king's pleasure; a court over which we have no control or influence; a court paid out of the revenue that is extorted from us by the illegal and unconstitutional edict of foreign despotism; and there the jury will be appointed by the sheriff. For this reason, we have adopted this method of stopping the avenue through which business may otherwise pass to that tribunal,—well knowing that if they have no business, they can do us no harm."

The chief justice then said, "As is my duty, I now, in his majesty's name, order you immediately to disperse, and give the court the opportunity to perform the business of the county."

Mr. Freeman replied, "We thank your honor for having done your duty; We shall continue to perform ours."

The court then turned and repaired to the house where they had put up.

The next day the assemblage from the towns above, returned to Sandwich, where they found that the disaffected had committed some outrages. The liberty pole in Sandwich had been cut down, and other offensive acts perpetrated. The perpetrators were soon arrested, who, after receiving a severe reprimand and paying the just value of the liberty pole, signing recantations, etc., were liberated. This was the first act of the kind, and, I believe, there was never a Court of Common Pleas held under the king's authority after this time, in the Province; except in the town of Boston, where Governor Gage, with his troops, had it in his power to control.

There may be some who took part in this adventure that still live, besides myself, but I know of none, and it is probable that a large majority of the population of the county of Barnstable never so much as heard of the transaction.

While the people were proceeding in a body they caused some offenders to sign the following:

Whereas the subscribers did most wickedly, maliciously and injuriously, being instigated by the devil and our own evil hearts, destroy the liberty pole in Sandwich on the evening of September 26th, current, whereby we have justly offended all the friends of Liberty, Justice and Virtue, and have discovered our enmity to the Rights and Liberties of the People: We do therefore, hereby confess the fact, and are heartily sorry for it; and do promise never to do so any more, nor again oppose the cause of Liberty. And we hereby ask forgiveness of the town of Sandwich and of all men—especially of those who erected the pole. As witness our hands this 28th day of September, 1774.

A writer, in communicating an account of the transaction to a Boston journal, November 10, says the confession was signed by three, and was duly witnessed by Joseph Otis, Nathaniel Freeman and Samuel Freeman, September 28; that a new pole was erected, the culprits assisting. One of the signers was required to ask pardon of the whole company, on bended knees, for threatening to stab a man who arrested him, and all were fined five pounds lawful money. There is a record that another offender, October 15, 1774, was obliged to go to the liberty pole, "sign a confession, with his hat off, for selling tea, and to promise that he would do so no more."

A few days after the assemblage at Barnstable Dr. Freeman was murderously assaulted, after having been lured from his home late at night, and left senseless and bleeding. He was, however, rescued from the mob of Tories and taken to his home, where he recovered. Most of his assailants were arrested and about 1,000 men hastened to Sandwich and demanded that the culprits be turned over to them for punishment, but Dr. Freeman was sufficiently recovered to plead with them not to take any proceedings which would reflect upon a cause so glorious as that in which they were engaged. A warrant had been issued for a special session of magistrates at Great Marshes and by the time the trial took place Dr. Freeman was accompanied to the session by a bodyguard of approximately 3,000. He counselled leniency and the would-be assassins were let off on paying one hundred pounds lawful money as costs and giving bonds for future good behavior. They were required, however, to subscribe, under the liberty pole, that they "did attack and cruelly beat Dr. Nathaniel Freeman, with such unparalleled cowardice and barbarity as would disgrace the character of a ruffian or a Hottentot, for no reason or provocation than that he, uninfluenced by hope or fear, has dared to stem the tide of tyranny and corruption, and has been the principal author of these political movements in this county which have been most universally applauded."

Following the battle of Lexington and the battle of Concord Bridge in April, 1775, the battle of Bunker Hill, the organizing of the Contin-

ental Army with George Washington, at its head, stationed at Cambridge, with headquarters at Cambridge, there were certain resolves of the General Court concerning Barnstable County of interest.

It was resolved, "That the selectmen and others who have billeted the soldiers raised in the County of Barnstable and stationed in the counties of Barnstable and Plymouth be allowed the money due them;" that one thousand pounds be paid to Colonel Joseph Otis, Colonel Nathaniel Freeman, Major Enoch Hallett and Major Joseph Dimmick, or to either of them, for the purpose of purchasing four pieces of cannon, from four to nine pounders, and ammunition for the same;" "that the speaker of the House, James Warren, and Colonel Orne, with such as the honorable board shall join, be a committee to acquaint his excellency General Washington, with the importance of Cape Cod Harbor, and to consider with him on some method to deprive the enemy of the advantage they now receive therefrom."

A little later there was a resolve that Joseph Nye (3) of Sandwich be requested "to repair forthwith to the East Regiment in the County of Barnstable, and use his utmost endeavors to raise and form into companies one hundred and twenty-eight men, to be officered, equipped, paid and supported as provided for—the said men to be at headquarters on the 10th instant."

Tories on Cape Cod Especially Dangerous—James Prescott brought down from the council, December 16, a letter from Hon. James Otis "relative to the conduct of certain Tories in Barnstable and in particular a person at the head of them who professes himself a Whig." This letter was accompanied by an order from the Council "That Walter Spooner and Moses Gill, Esqs, with such as the House shall join, be a committee to take the foregoing letter and collateral papers into consideration and report."

The Tories at this time were regarded as a great menace and especially so on Cape Cod, with its one hundred and fifty miles of sea coast offering exposed territory capable of landing hostile fleets. There were no harbor defenses. The adjacent islands offered rendezvous for British sympathizers and depredations were constantly taking place, visited upon those of patriotic zeal. Major Joseph Dimmick was therefore commissioned to "repair to Nantucket, and arrest such as are guilty of supplying the enemy with provisions."

The British Captain Lindsey, about that time, "went to the west end of Tucker's Island and took off about 200 sheep, belonging to John Wing. He then came down to the Cove and ordered all the sheep to be yarded; insulting, threatening and abusing the people for their backwardness in assisting him. When this was done he concluded to let

the sheep remain until towards morning. In the course of the night word was brought to Falmouth by Stephen Nye of Sandwich, and a number of men well equipped went to the island; but before they arrived the sheep had all been turned out of the yard into the woods. The people from the ship were enraged, and took all the arms they could find, six calves and the hogs. The Falmouth people got there before day and placed themselves in the bushes, lying undiscovered. The boat came to the shore again, but soon returned without going to the house, and went to 'Holmes Hole.' A letter from Nye to Col. Freeman, then in Boston, regarding this occurrence was laid before the authorities.

Means for defense were planned and arrangements made for dealing with those who were furnishing comfort and aid to the enemy, the penalty for which was death. A military company was organized to be stationed at Truro, under Captain Joseph Smith, January 15, 1776. Three days later General Washington called for reënforcements, 260 of the privates to be furnished by the County of Barnstable. Colonel Otis and Colonel Cobb were appointed to direct the duty. Plymouth and Barnstable counties were to jointly furnish a regiment of 732 men. This was done with Colonel Carey of Bridgewater at the head and Major Barachiah Bassett of Falmouth as lieutenant-colonel.

Swiftly following this call was another for "a regiment of 728 men to be raised to go to Canada." This regiment was made up in part of Indians from Mashpee. There is a tradition that, in these troublous times, Mashpee Indians offered themselves and their property, saying: "There's sixteen shillings for you—'tis all we have. We thought to have bought some rum with it, but we'll drink water and hunt, and when beasts fall by our arrows, we'll sell their skins and bring you the money."

The participation of the Indians from Mashpee in the conflict is deserving of explanation, inasmuch as they were by no means the kind of savages who were employed by the British to murder their own colonists, an act hardly paralleled in the annals of civilization. The Indians who served in the American ranks were civilized men, responding to military discipline, courageous, always good soldiers.

There was a proclamation issued under date of January 23, 1776, prepared by a committee from both branches of the General Court, which was ordered to be read by the clerks of every court of justice at the next meeting of the same; and recommended to be read by all ministers of the gospel on the next Lord's day after its reception, at the close of divine service. This proclamation set forth the justice of the American cause, enjoined all possible aid from the people, and pronounced all who failed in their duty hostile to the best interests of the

country. Things had reached a crucial situation and it was decided to divide the militia of Barnstable County into two regiments, with Nathaniel Freeman colonel of one and Joseph Doane of the other.

Gave Their Lives and Fortunes—In the days of the Revolutionary War Cape Cod was almost bled white, to borrow an expression heard during the World War as regards France. People on the Cape looked to the sea for a large part of their livelihood and it was impossible to continue these industries, as British cruisers maintained a blockade of the whole shore. These war vessels were in control of the situation, stationed at Provincetown and Woods Hole and kept every industry paralyzed. It became impossible to raise sufficient agricultural products to feed the people, yet one call after another came for men and money and the Cape Cod towns responded to the full limit of their ability.

At that time Colonel James Otis of Barnstable was president of the council of the General Court and, in that capacity, was practically chief magistrate of the State, following the evacuation of Boston by General Howe in 1776. This day of evacuation was after Washington had fortified Dorchester Heights, with the aid of the militia of "contiguous" places.

There was a generous interpretation of the definition of that word "contiguous." Among other towns which responded was Yarmouth on the Cape, sending eighty-one men at early dawn, under command of Captain Joshua Gray. It was a long march but the volunteers reached Dorchester in time to participate in the farewell to the British soldiery. It is interesting to look over the town records and notice how Cape Cod towns were among the first to defy the king in his arbitrary rule and declare themselves independent of the Empire, pledging to the Continental Congress "their lives and fortunes." This was no idle pledge for both were needed and both given, generously, bravely, inevitably.

By the time the Constitution was adopted in 1780, the people of Harwich, Chatham, Eastham and Yarmouth were driven to such extremities by the repeated demands to which they had responded that they were obliged to memorialize the General Court, with a prayer that the taxes and requisitions for beef and other articles be abated, because they had no money with which to pay the taxes and not sufficient beef to feed themselves. The General Court sent a committee to the Cape to investigate and this committee reported its admiration for the devotion which had been shown by these towns, and all towns on Cape Cod, and that the situation was fully as desperate as represented, through no other cause than patriotic responses.

Cape Cod was a long way from the Hudson River, but it was a Cape Cod soldier, Ebenezer Sears of Yarmouth, who stood guard over Major André the night before his execution for the part he played in the traitorism of Benedict Arnold. Another Cape Cod boy, Benjamin Collins of Truro, was a member of the crew which rowed Benedict Arnold to safety on the "Vulture" and, upon arrival at the British ship, was drugged and kept prisoner. He did not return to his home for forty-eight years.

David Snow and his son, "Davie," assisted by neighbors at Truro, in the fall of 1775, launched a dory in an effort to catch a supply of fish to keep the people left in the town from starving. They knew they would have to do their fishing where they would be likely to be captured by the crew from the "Somerset," which lay at anchor at Provincetown; or some other British vessel, but the elder Snow was too old to serve as a soldier and the boy was only fifteen. They saw a duty ahead of them and responded as fearlessly as older or younger men had marched away to war.

They were captured, as they were returning with a good catch of cod, and taken to Halifax, Nova Scotia, and thence to the Old Mill prison in England, one of the horrors maintained by the English in those days. After a time they escaped and embarked on a scow in the English channel. When opportunity presented itself they captured a small vessel and set sail for France. In France, they sold their vessel, gave themselves up to the French government and were sent to America.

Their only chance to land on the coast, still guarded by the British privateers, was in Carolina, and from there they made their way overland, after weeks of heart-breaking weariness of travel, toward their beloved Truro, wondering if the people who had assisted them in launching their dory had starved as a result of their unsuccessful effort to bring them food.

Seven years had passed and Cornwallis had surrendered. The Cape Cod towns, as well as towns and villages throughout the colonies, had rung bells and burned bonfires in their joy, but there was a woman in Truro whose husband and son were never given up. All others believed them dead. One morning, a month or so after the village had had its day of rejoicing over the end of the war, the two Davids, father and son, sought out their old home, learned that Mrs. Snow was at the home of a neighbor, alive. It was there that Captain David found her and she fainted in her joy.

This was one of the scenes on the Cape at the close of the war, and there were others filled with pathos and romance, even tragedy of the most pitiful sort. The war was over but the Cape was in desperate

straits and it had to work its way back to physical health and industrial life little by little.

More is told elsewhere of the political wisdom and leadership of the elder Otis, and the eloquence and inspiration of the younger Otis, which meant so much in keeping up the morale of the people. Such Cape Cod men as Dr. Nathaniel Freeman, General Dimmick, General Joseph Otis and many others can never be forgotten for their tireless energy, military skill, daring, each in his own way contributing the full measure of a man worthy of his country and of old Cape Cod, its starting place.

The "Somerset" had been the terror of the people hereabouts, the cruel pirate vessel forcing many to starve and bearing others away to British prisons and torture, but there came a day that the "Somerset" was wrecked on the back side of Provincetown, and the militia of Truro took great pleasure in marching the crew of four hundred and eighty men as prisoners to Barnstable, thence to Boston. The small arms from the "Somerset" were distributed among the militia and the large guns were sent to various places on the coast where they might have a part in defending it against other scourges such as she. Considerable ammunition was found on the "Somerset" at a time when ammunition was sadly needed. Then she was abandoned to the ravages of the sea and the grinding sand, which eventually hid her from view and it was supposed she had gone forever. A century later, the shifting sands uncovered the battered hulk for the eyes of a generation to behold which was unborn when she was wrecked. Some pieces of the "Somerset" were taken to Pilgrim Hall, Plymouth, and placed on exhibition.

There are items in the records of the Cape towns which tell how brave men "died on board the Jersey prison ship," and there were thirteen men from Truro and Wellfleet sent to the Old Mill prison to a living death. Looking over the records of those days when Colonel James Otis of Barnstable was president of the council of the General Court, from 1776 to 1780, frequent mention is made of names which one might find again in the towns' reports of any recent year, for the Crockers, Swifts, Sears, Halletts, Nickersons, Freemans, Otis, Doanes, Snows, Halls, Richs, Collins and Howes are still numerous and prominent in the affairs of the Cape Cod towns, descendants of those worthy Cape Codders who took part in the birth of a nation "conceived in liberty and dedicated to the proposition that all men are free and equal."

Inhumanity of the British—In referring to conditions prevailing in Barnstable County in the opening of the year 1777, Frederick Freeman wrote in his history:

This entire county whose lords were chiefly mariners, and whose chief estates were at the water's edge, was held in a condition of most anxious suspense. The

whole length of its sea coast under the surveillance of British cruisers, the fisheries and all commerce were completely obstructed. Embargo enactments were unnecessary to effect this now. The bone and muscle of the Cape, whose yearnings were most naturally toward the seas, must needs see their craft rotting at the moorings, or betake themselves to privateering—peradventure must abandon the idea even of this resort, and take their turn in the continental service ashore wherever they were called.

The alternative of privateering was not always rejected, although sometimes embraced at sorrowful cost. The British prison ships' inhumanity is a tale that can never be written in shades dark enough to depict the reality. The condition of such as became captured, was in too many instances made revolting beyond description, their sufferings having scarcely a parallel in the annals of cruelty. Full many of the sufferers were from the Cape; but it is a matter of gratulation even at the present day, that none of these, so far as known, were backward to spurn the offer of release and promotion on condition that they would join the royal party; preferring even a noisome dungeon and death itself, to the dishonor of deserting the cause of liberty.

Brigadier Otis was the commanding officer in the county. In a despatch dated Barnstable, September 17, he describes conditions as follows: "I have returned from Falmouth. The fleet sailing westward the 15th, I sent to the Vineyard and found they had demanded 10,000 sheep, 400 head of horned cattle, all the arms and accoutrements on the island, and confined the head Whigs as hostages for the performance. They ate and carried off more than 9,000 sheep and about 350 head of cattle. About 400 arms, etc., were delivered up. The enemy burned a brig, three or four smaller vessels, all the boats they could find, and even took up and destroyed all the corn and roots, within two miles around Holmes Hole harbor. They dug up the ground everywhere to search for goods, even disturbing graves; rifled houses, broke windows, etc. They said they wanted to visit Falmouth; termed us a pack of —— rebels; but said we had at Falmouth 5,000 strong with plenty of artillery, and were as thick as bees. They seized the rate bills, and all the public money in the hands of the collectors."

Three days later, acknowledging orders sent to raise fifty men, in his brigade, to go to Providence, he said: "As the enemy are around and threaten danger here, it is like dragging men from home when their houses are on fire; but I will do my best to comply." Later he was informed "that inasmuch as the militia of the county have been and continue to be greatly harassed by the appearance of the enemy's ships and the landing of troops in their vicinity, the county be excused for the present from raising men agreeably to the order of the Council."

In November the British squadron appeared in such force in Barnstable Bay and in Cape Cod Harbor it was believed a general engagement was contemplated at Boston. The House requested that "the company of militia under the command of Captain Job Crocker now

on duty at Barnstable, march to Boston to do duty under General Heath." At the same time the fleet landed men at Newport, Dartmouth and Marthas Vineyard and the small forces obtainable for defense were kept in great agitation.

Thus is given a picture of economic conditions at the close of the war on Cape Cod as it was in the following year that the war ended and "his Most Christian Majesty and the King of Great Britain had ratified" a general peace which acknowledged the thirteen United Colonies as "free, sovereign and independent States." Cape Cod in common, may it be said with all other parts of America, had done its utmost, wherever there was a call to duty, on land or sea.

Resumption of Fishing and Extension of Sea Trade—Whaling and fishing were well nigh exhausted during the Revolution and the people of Cape Cod were so poverty-stricken at the end of the war, through their unselfish sacrifices that as Fisher Ames stated in 1789, "They are too poor to live there and are too poor to remove." There was a recovery of fishing, with such means as the people had, and the sea trade became worldwide and one of the glories of New England, reaching their supreme development about ten years before the Civil War. Cod fishing was carried on extensively the first half of the nineteenth century and mackerel fishing followed. Wellfleet had seventy-five schooners in the mackerel trade at the outbreak of the Civil War. Dennis, Harwich and Chatham were prominently engaged in either cod or mackerel fishing or both. Making salt by the evaporation of sea water was a prominent industry in 1850. Several hundred plants produced an annual output of a third of a million bushels. Whaling was at its maximum about 1840. In 1922 there were six whalers assessed in Provincetown. The story of whaling as carried on by Provincetown and other towns on the Cape and by Nantucket and New Bedford is told in several intensely interesting books written on the subject, in some instances by men who have lived their stories.

From 1800 until the Old Colony Railroad was built on Cape Cod, coasting trade furnished a lucrative business and the overseas trade was equally important. Cape Cod captains and seamen were well acquainted in most of the ports of the world.

Even though less unique, the conduct of the Cape Cod boys, on land and sea, in the Civil War was as commendable as in the Revolution and in the War of 1812. Following the Civil War there was a period of depression in industry as the invention of the steam engine revolutionized seagoing ships. Agriculture on the western farms came into competition with the east, even Cape Cod. Vessels became larger and some of the shallow harbors of the Cape ports could not receive them. Since that time the docks have gradually fallen into decay.

CHAPTER XLIII

REMEMBER THE S-4 AND ITS MARTYRED CREW

Disaster Off Provincetown in December, 1927, Which Aroused the Conscience of the Nation—A Tragedy Which Dr. Fessenden, Inventor of the Oscillator, Said Was "More Than Avoidable; It Was Criminal"—Congressman Gifford Hurried From Washington to be Convinced That Nothing Had Been Prepared to Guard Against a Repetition of Such Catastrophes—A Demand, Arising From the Tragedy, Says to Congress and the Navy Department, in the Words of Those Who Perished, "Please Hurry, Is There Any Hope?", In Behalf of Other Naval Officers and Men—"Taps," Sounded By Six Men, Shall Not Go Unanswered.

Off Provincetown, by the sea and of the sea, a town whose interests and industries have continuously, from earliest times, been oceanic, the United States Navy submarine S-4 was rammed and sunk December 17, 1927, settling into several feet of ooze, one hundred and eight feet beneath the surface. There were forty men aboard the S-4, a submarine which, until the accident, was in first-class condition, possessing the facilities and equipment supplied all naval submarines at that time, for offensive and defensive operation. She was equipped with such safety means and appliances, if any, which could be depended upon if anything went wrong. Subsequent failures seem to justify the use of the words "if any," in this connection.

Immediately when the accident occurred, what had happened and the location were known to the officers of the vessel which gave the S-4 its death blow. Within a short time those who attempted a rescue of the forty men entombed in the wreck were in communication with six of those who were confined in the torpedo room, by means of tapping within and without the steel construction of the S-4. Divers were obtained from Boston and there was no unwillingness on their part to risk their lives by being sunk in the chilly water in a temperature close to freezing. On this day literally "The Breaking Waves Dashed High." A little more than one hundred feet below the rescue Armada, at least six entombed survivors were slowly suffocating, one of the number tapping by means of a hammer the information that the air was bad, six men were alive in the torpedo room. Then came the question: "Is there any hope?" and the plea "Please hurry."

The consolation signalled to the suffocating men was "We are doing everything possible."

The salvage ship "Falcon," the mine sweeper "Mallard" and the submarine mother ship "Bushnell" took part in the attempted rescue work. The S-8, sister ship to the wrecked submarine, maintained a death watch above the S-4 and listened for the signals and looked for any sign of possible benefit to those depending upon quick and efficient work to save them from a horrible death.

Pontoons, chains and gear, a barrage load of such things, were on hand, under command of navy experts, presumably having all authority possible to do everything that could be done. The destroyer "Paulding," which rammed and sunk the S-4, was badly damaged about her bow in the collision and unable to be of assistance. She was convoyed to the Boston Navy Yard.

No signals were received from victims on board the S-4 after the third day.

Opinions differ as to the truth contained in the words "Everything possible is being done." Opinions always differ in emergencies, when human judgment is called upon to make life or death decisions and when the decisions result in failure. There were old salts on Cape Cod, used to all sorts of emergencies and experiences, who averred that naval craft of the larger type could be lined up to make a floating wind-break, or breakwater, and oil bags could be employed to add to the effect of stilling the lashing seas. These means would have made it possible for divers to work during those desperate hours when they were not allowed to work.

Tremendous local interest was taken in the methods and efforts toward rescue, and criticism of apparent loss of time and unrolling of red tape became rife.

It finally became known that the position of the S-4 had changed and the navy did not know where it was. After the men had dragged for hours, a Coast Guard captain, native of Provincetown, formerly a fisherman, set out in a motor boat and within half an hour had located the S-4. The naval officers had spurned the advice of local mariners, notwithstanding salvaging ships from these waters had been something in which the Cape Cod mariners had engaged since the landing of the Pilgrims.

Several years before every effort of the Navy had failed to dislodge the submarine S-19 when she was in a dangerous position among the sand bars off Orleans. A Cape Cod fisherman formulated a plan that resulted in salvaging that boat.

Men of Cape Cod, Nantucket, Marthas Vineyard, Cuttyhunk and all the adjacent islands had lived a tradition which came down from the earliest days. Whenever there had been a wreck with human beings in danger of their lives, every effort was made to save them, no matter

how desperate the changes or the dangers involved. The waters in this vicinity have been the watery graveyard of ships of every type in all ages and the men in this vicinity have been the heroes who have saved human lives or lost their own as a part of the day's work. It is only a village of such men, with such traditions, that such an experience as the wreck of the S-4 and its attendant loss of all on board, can stir as Provincetown was stirred in those days just before Christmas of 1927.

Congressman Charles L. Gifford of Cotuit hurried home from Washington, where Congress was in session, to get at the bottom of the wave of criticism heard on every side. After discussing matters with his constituents, the fishermen typical of the Cape Cod district which he represented, he said: "The navy is plainly not doing what it could do. The lack of apparatus with which the poor men, trapped under the water, might be saved is indefensible. It seems strange that in this area, where the submarines are continually operating, boats and machinery are not available when a catastrophe like this occurs. The navy has had plenty of experience with the difficulties that have come when other submarines have been sunk, but nothing seems to have been prepared against a repetition of the appalling loss of life."

Dr. Reginald A. Fessenden, internationally known inventor, whose device, the oscillator, made possible communication between the trapped men in the sunken submarine and its sister ship, was asked if the submarine tragedy was avoidable.

"Yes, it was more than avoidable. It was criminal," was his answer, according to the Boston "Transcript." Professor Fessenden declared that had there been an oscillator on the "Paulding," the accident would probably have been avoided, even if no one was operating the microphone. As long ago as 1914 the oscillator was far enough perfected to be considered a safeguard against just the type of collision that sent the S-4 to the bottom. "Tests made on the U. S. S. 'Miami' in 1914 and reported in the United States Hydrographical Journal of May, 1914, show sounds were plainly heard in engine room and ward room and practically all over the ship when the 'Miami,' with Captain J. H. Quinan in command, was running at full speed up to a distance of five miles. This was without the use of the microphone," said Professor Fessenden.

These quotations show the convictions of responsible, thinking men at the time of the catastrophe and give some indication of the indignation felt by the populace, inured as it was to the fateful and frightful toll of the sea.

Congressman Griffen of New York stated that the "history of the submarine has revealed repeated resistance by naval authorities to the installation of safety methods." German submarines, he said, are

equipped with telephone buoys, which can be released to give easy communication with the surface. They also are supplied with hooks, built into the structure of the submarine, by which sunken underseas craft has been raised.

According to Congressman Griffen, three hundred and sixty-two lives have been lost in ten submarine disasters throughout the world since the Armistice. It would seem that the necessity would set genius at work to supply the invention required for life-saving, of keeping imprisoned men alive and getting them out of their steel dungeons, and that apparent unwillingness on the part of the naval authorities to have such safety measures installed would be dissipated.

When the Provincetown disaster occurred, Lieutenant-Commander Ellsberg, retired, reënlisted and rushed to the scene, volunteering the experience he gained from raising the S-51 two years before. The dead men in the S-51 were found with their hands on the levers and valves and not one was trying to escape. Of the forty officers and men on the S-4 only six had a possible chance and these were the six in the torpedo room. Fighting for air, they were on the inside of a coffin of steel and on the outside of that thin shell divers, working in ooze and darkness, numbed with the cold and their own lives in danger, talked with them by means of code signals. The dying log of the S-4 was written in taps from a hammer on steel, "Six, please hurry, is there any hope?" were the last words of heroes of similar type to those lost in the S-51 referred to. The words "We are doing everything possible" was the last message which they received from without, with one exception. That exception was when a diver made an attempt to win response, after most people had given up hope that life still existed on the doomed submarine. He tapped the fact that prayers were being offered for them continuously, and back came the letter "R," very faintly—the signal in code that the message had been received.

An inch separated the two hammers, tapping signal and answer. The diver, a few feet from the victims, was being supplied with fresh air through a hose a trifle more than one hundred feet long. Fifty miles away was the Boston Navy Yard and, supposedly all the equipment, authority and resources required to meet any naval emergency which could arise, at least in times of peace. Surrounding the "Falcon," from the deck of which the diver dropped to the ocean floor, were whatever the Navy Department had seen fit to supply in the line of naval vessels. There was no lack of divers and no lack of willingness to dive. From the moment the "Paulding" rammed the S-4 and caused the wreck, the position of the submarine had been known. Evidently, from the moment the S-4 struck bottom "everything possible had been done."

But the death of forty men of the United States Navy, added to the deaths of three hundred and sixty-two others, trapped in submarines, since the Armistice, in times of peace, in friendly waters, aroused a national conscience. The cry in 1898 was "Remember the 'Maine'," and it was remembered till Cuba was free. The people of the United States will remember the S-4 and will clamor for every protection for men in its service, who not only go "down to the sea in ships" but sink to the bottom of the sea or rise to the heights above the clouds, and consider it "reasonable service" in the interest of a nation no longer indifferent.

The first white child, at least since the days of the Norsemen, born in the jurisdiction of what is now the United States, was born on a vessel riding the waves close to Provincetown. Ever since that time boys born in this vicinity have entered into the defense of the government which started with the Compact signed in Provincetown Harbor in 1620. Since the United States Navy came into existence, Cape Cod has contributed to it more than its proportion of officers and men. It is fitting that a movement should start, as many other invincible movements have started, from this vicinity, for better protection of such men as perished in the Christmas season of 1927 because "somebody blundered."



FISHING SCHOONERS, PROVINCETOWN



PILGRIM MEMORIAL MONUMENT, PROVINCETOWN

CHAPTER XLIV

CAPE COD AS IT IS TODAY

State Normal School and Cape Cod Hospital at Hyannis—Largest Manufacturing Industry is at Bourne—Exclusive School for Girls at Brewster—Famous Golf Links at Chatham—United States Bureau of Fisheries' Station at Wood's Hole—One Town Where White Men Still Have to Ask Permission of Indians Before They Can Buy Land—French Atlantic Cable Station at Orleans—Last Town Crier in New England was Walter Smith of Provincetown—Sandwich, Where Puritans had "Liberty to View a Place to Sit Down On" and Where Glass was Made—A Playground-Conscious County.

There is a present-day Cape Cod as glorious in its way as the Cape Cod of the days of stirring adventure. The fisheries, however much they have declined from the time when they were supreme among Cape Cod industries, are by no means unimportant today. It is estimated that fully as many persons are engaged in the sea and shore fisheries as there were when the census of 1915 was taken, and the number at that time was 2,476.

In 1920 agriculture in Barnstable County was carried on by 631 farmers, the native whites numbered 548, the foreign-born whites 115, and the negro and other non-whites 12. There were two farms having 1,000 acres or more. More than eighteen per cent of the land areas of the Cape was in farms, with a total farming acreage of 47,679. The approximate land area of Barnstable County is 261,760 acres. The value of farm property was \$5,545,538 and the average value per farm \$8,216. The value of all crops was \$950,437 and of this amount fruits contributed \$600,516.

There were thirty-nine manufacturing establishments, having a total of \$4,423,099 invested and employing 428 wage earners who produced products valued at \$1,599,393.

Barnstable County has a total population of about 35,000. The valuation of assessed estate is about \$60,000. There are approximately one hundred hotels for the accommodation of tourists. In 1921 about 22,000 persons visited the Pilgrim Monument at Provincetown, or, in other words, traveled the entire length of the Cape and registered after arriving at one of many historic points. Undoubtedly there were as many others who spent considerable time part way down the Cape or failed to register at the monument. Usually only those who walk up

the slope to the top of the monument place their names in the register.

Barnstable County was incorporated June 2, 1685. The first official census was taken in 1765 and gave the population as 12,127. The greatest population recorded was in 1860, just before the Civil War, when there were 35,990 persons reached. There are, however, in the summer months on Cape Cod double the number of winter residents and these summer residents, in a large proportion, own dwellings and land in the county.

In 1920 there were 17,429 persons resident in the county who were twenty-one years of age or older and 15,031 of them were citizens of the United States, 13,564 of them native-born and 1,467 foreign-born but naturalized. These figures did not include 406 negroes and 125 persons in a group described as "Indians, Chinese, Japanese and others," some of whom were native-born or naturalized.

Some interesting information peculiar to the fifteen towns which make up Barnstable County is given under the name of the respective towns as follows:

BARNSTABLE

The town of Barnstable is the county seat of Barnstable County and was incorporated in 1639. Hyannis is the principal village of the town and the most flourishing business centre on Cape Cod. Other villages in the town, with beautiful views, providing various forms of recreation and generally attractive to summer visitors, the entertainment of whom is an important industry, are Centreville, Cotuit, Craigville, Cummaquid, Hyannisport, Marston's Mills, Osterville, Santuit, South Hyannis, West Barnstable, West Hyannisport and Wianno. The State Normal School at Hyannis has an unusually large summer school. The Cape Cod Hospital was established at Hyannis in 1920.

Barnstable has twenty-one churches, two 18-hole golf courses and one 9-hole course, and sixteen good hotels.

BOURNE

This is the Bourne from which no traveler returns without giving it a good name. It is in this town that a trading post was established by the Pilgrims in 1627, not far from the present Bourne Town Hall or Bourne bridge over the Cape Cod Canal. The town was incorporated in 1884. It had previously been a part of Sandwich.

The largest manufacturing industry on the Cape is located at Bourne and carried on by the Keith Car and Manufacturing Company. The Barnstable County Infirmary is located in this town. There are seven churches and five hotels, two of them open throughout the year.



POST OFFICE, BARNSTABLE



BARNSTABLE COURT HOUSE, BARNSTABLE

BREWSTER

The town of Brewster was incorporated in 1803. John Wing was the first resident, aside from the Indians. The Sea Pines School, a private seminary for girls, is located in this town, also three churches, and two large hotels. The town was named in honor of Elder Brewster of the "Mayflower." It is half way between the beginning and the tip of Cape Cod, contains some hilly acreage and, on this account, has mills moving by water power, something unusual on Cape Cod.

A park has been laid out in a splendid location.

CHATHAM

In the days of salt mills there were eighty such establishments in Chatham. The town was incorporated June 11, 1712. The principal industry is taking oysters, quahaugs, scallops and clams from the flats and general fishing. The winter population is about 1,800 and the summer population approximately 5,000. The summer population pay about half the taxes collected in the town and own valuable residential property. There are three churches, four hotels, the Chatham Bar Links, a nine-hole public golf course operated in connection with the Chatham Bars Inn; and "Eastward Ho," an eighteen-hole championship golf links designed by Herbert Fowler of Walton Heath, England, and completed in 1921 for the Chatham Country Club.

DENNIS

This town was once the eastern part of Yarmouth but June 19, 1793, was incorporated under its present name. It was named in honor of Rev. Josiah Dennis, ordained as pastor of the first church in the new town in 1727. The highest land in the county is at Scargo Hill, in the north part of the town. The present population is about 1,600 which is not much more than half the population one hundred years ago, when about 60,000 bushels of salt and 500 barrels of Epsom salts were made annually in the town. The first salt produced by solar evaporation in this country was in Dennis in 1776, by Captain John Sears.

Dennis has six churches and three hotels.

EASTHAM

Eastham is one of the Cape Cod towns devoted to agriculture. Its annual asparagus crop totals 3,500 boxes. Cape turnips, carrots and cranberries are produced in large quantities. Eastham's agricultural fame dates back to earliest days, when a pear tree, brought from England by Thomas Prence, for many years governor of the Plymouth Col-

ony, was planted by him. It yielded fruit more than two hundred years.

Thomas Prentice moved to Nauset, as Eastham was first called, in 1640 or 1640—historians differ—and returned to Plymouth in 1665. He and others, said to be “among the most respectable inhabitants of Plymouth” were the original settlers.

Nauset was incorporated as a town June 2, 1646. The name was changed to Eastham, June 7, 1651. It originally included what is now Wellfleet, Truro, a part of Provincetown and part of Orleans. It was in this town that the “first encounter” with the Nauset Indians took place before the Pilgrims moved on to Plymouth. The present population is about 500.

FALMOUTH

Something of the early age at which Cape Cod boys performed a man's part on the sea is disclosed by an inscription on a monument in the graveyard in Falmouth village telling of the death of Captain David Wood in 1802 “of the yellow fever with 4 of his men.” The ages of the men are given: Edward Butler, aged 15 years; Prince Fish, aged 19 years; Henry Green, aged 20 years; Willard Hatch, aged 12 years.

This is one of the beautiful towns on Cape Cod, having Buzzards Bay for its western boundary, Vineyard Sound on the south, Wood's Hole at the southwest, a chain of hills on the west and an extensive pine forest between the village of Falmouth and Sandwich.

There are sixteen pleasant villages in Falmouth very popular with summer residents.

Falmouth was incorporated in 1686. It was once engaged extensively in whaling. The raising of oysters and shipping them throughout the country has been developed in recent years. The United States Bureau of Fisheries' Station is located at Wood's Hole. About six hundred students and instructors study biology at the Marine Biological Laboratory, one of the foremost institutions in the world of its kind. Fish and lobsters are hatched and liberated to increase the food supply. Over half a million lobsters are shipped from Wood's Hole each year.

The largest shipping point for strawberries is another distinction of Falmouth and 750,000 boxes represents the shipments of the surplus after thousands of boxes have been sold on the Cape. Large shipments of cranberries are made and the surplus is preserved at the factory of the Cape Cod Preserving Company.

Coonamessett Range and Attamansit Farm, the latter famous for pure-bred cattle, are at Hatchville, one of the villages of the town.

The town has a National Bank more than a century old, a Board of Trade, improvement society, three public libraries, two motion picture



JUNIOR HIGH SCHOOL, FALMOUTH



MAIN STREET, FALMOUTH

theatres and fourteen churches, representing five denominations. The municipal water supply stands the second highest test in Massachusetts. There is a well-organized fire department.

There are four good harbors, excellent boating and bathing, a beautiful view at Falmouth Heights on Vineyard Sound, inland lakes with good fresh-water fishing and a dozen good hotels.

HARWICH

Harwich was incorporated as a town in 1694. The original town extended across the peninsula of Cape Cod, but the north side of the original town was set apart as Brewster in 1803. There was a time when over forty vessels hailed from Harwich, owned, officered and manned by Harwich men and some of the vessels were built in the town. There were five well-equipped wharves for the accommodation of shipping.

One of the distinctions for which Harwich should be given credit is the development of the cranberry as a marketable crop. Cranberry raising is still an important industry. Numerous handsome summer homes have been erected in the town in recent years and the popularity of Harwich as a place of vacationing is ever on the increase. There are four principal hotels, five churches, three public libraries and two halls for public entertainments.

MASHPEE

This town has been the home of the Mashpee Indians from earliest times. The Indian Meeting House and Hotel Attaquin, formerly known as the "Old Indian Hotel," are historic landmarks still performing a useful purpose. The town was incorporated in 1871.

As early as 1660, Richard Bourne of Sandwich obtained a deed of the tract now known as Mashpee from Quachatisset and others for the benefit of what was then called the South Sea Indians. He had the instrument drawn "so that no part or parcel of them (the lands) could be bought by or sold to any white person or persons, without the consent of all the said Indians, not even with the consent of the general court." This deed, with the provision, was ratified by the Plymouth court. Mr. Bourne was ordained pastor of the Indian church in 1670 and, upon his death in 1685, was succeeded by Simon Popmonet, an Indian preacher.

The town is indented by two bays and is watered by several streams and ponds. Many of the Indian residents have profitable farms. The town has a public library, town hall and two churches.

This is the town which a few years ago had the distinction of enjoying the lowest tax rate of any town in Massachusetts, possibly of any

town in the country. This was because of the large amount of personal property possessed by persons who made the town their legal residence. A considerable part of the property is owned by summer residents. The town, formerly the south part of Eastham, was incorporated into a township under the name of Orleans in 1797.

The first Cape Cod Canal was dug in this town during the War of 1812, connecting Boat Meadow River with Town Cove, thereby furnishing a passageway from Cape Cod Bay to the Atlantic Ocean.

The town is very irregular in form, being deeply indented with coves and creeks, making a very long water front, in proportion to its area. There are seven villages, all becoming increasingly popular with summer residents. They are Namequoit, Namskaket, Pochet, Portnomequot, Tonset, Barley Neck and Rock Harbor.

The station of the French Atlantic Cable provides employment for a number of operatives in the town. Clams, quahaugs and lobster fisheries are important. An account of Orleans in the "Collections of the Massachusetts Historical Society," September, 1802, begins: "Clams are found on many parts of the shores of New England, but no where in greater abundance than at Orleans."

There are numerous extensive duck farms on Cape Cod and one of these, at Orleans, raises 40,000 ducks annually.

The town has a town hall, public library, three churches and two hotels. The present population is a few over 1,000.

PROVINCETOWN

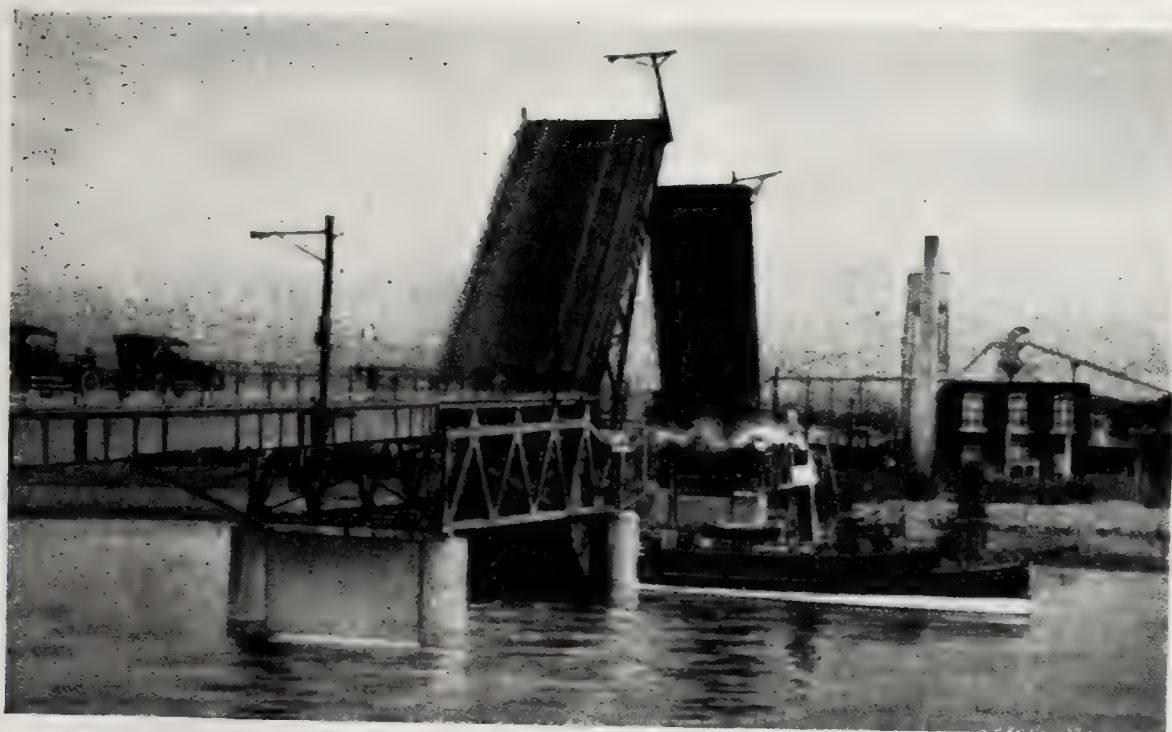
An old record states: "Cape Cod, now Provincetown, was originally a part of Truro. In 1714 it was made a district or precinct, and put under the constablerick of that town."

The town of Provincetown was incorporated under that name in 1727, and invested with peculiar privileges. The inhabitants were exempted from taxation. For the first decade the town flourished. By the end of the second decade the town was reduced to two or three families. Its population at the outbreak of the Revolution was 205. The town is famous for its magnificent harbor, in which the "Mayflower" rode at anchor during the first month after the landing of the Pilgrims on Cape Cod, November 11, 1620, Old Style. A beautiful monument of granite, 252 feet high, erected on a hill near the centre of the town, commemorates the drawing up and signing of the memorable Compact.

A large part of the original territory belonged to the State, or Province and, being known as Province Land, gave name to the town. There is still a large reservation known as Province Land, now a State reservation, stocked with game birds.



THE CASINO AND BEACH, FALMOUTH HEIGHTS



BRIDGE, CAPE COD CANAL, SAGAMORE

From the days of the Pilgrims, Provincetown has been prominently identified with all branches of the fishing party. There are at present seven large fish-freezing plants, and several fish-canning and curing firms. There are three whaling vessels at present. In former years there were many engaged in that industry.

Provincetown has a notable artists' colony and an art museum was built a few years ago, where members of the colony exhibit their paintings and sketches. There are many features of the town attractive to visitors and a steamer makes daily trips in summer between Boston and Provincetown. The distance from Boston is fifty miles by water and 116 miles by railroad. The town is plentifully supplied with hotels and boarding houses. There are seven churches, public library, museum containing many interesting things, including some sent home by MacMillan, the Arctic explorer, whose legal residence is maintained in this town of his birth. The town has an efficient police and fire department, pure water supply, good banking facilities, a well-conducted weekly newspaper, public schools of high rank, theatres, Board of Trade and fraternal organizations—everything required to make it a desirable place of summer or permanent residence.

Provincetown had the last town crier in New England, Walter Smith, who retired in 1927, at the age of seventy-seven. He bequeathed his three-pound bell to the Provincetown Museum where it will be exhibited with the MacMillan trophies.

SANDWICH

"The handsomest town out of England," is the description of Sandwich given by the veteran actor, Joseph Jefferson, a revered summer resident on Cape Cod. This lovable actor, who named "The Little Church Around the Corner" in New York, expressed a wish that his last resting place should be in Sandwich and today his grave in Bay View Cemetery is marked by a boulder taken from the woods nearby, in accordance with his expressed wish.

Sandwich was incorporated as a town in 1639. According to the language of the Plymouth Colony records: "It is ordered that these ten men of Saugus, namely, Edmund Freeman, Henry Feake, Thomas Dexter, Edward Dillingham, William Wood, John Carman, Richard Chadwell, William Almy, Thomas Tupper and George Knott, shall have liberty to view a place to sit down on, and have sufficient land for threescore families, upon the conditions propounded to them by the governor and Mr. Winslow." It was therefore a group of men from north of Boston, in the Puritan territory of the Massachusetts Bay Colony, who were given permission by the Pilgrim Colony of Plymouth "to view a place to sit down on" and become a part of the community

of Cape Cod. Among the early settlers was Richard Bourne who purchased the town of Mashpee for the Indians and had the unique document drawn and ratified by the Plymouth Court which has preserved that town for Indians, without interference from white men, ever since.

There are numerous beautiful lakes in Sandwich, among them Shawme Lake, near Sandwich Village. Others include Peters, 176 acres; Spectacle, 151 acres; Triangle, 84 acres; Snake, 76 acres; and Lawrence, 70 acres.

The Boston & Sandwich Glass Company manufactured its famous product in this town from 1825 to 1888 and at one time employed 500 persons. There are two fish-freezing plants and a pulp mill in Sandwich. In 1837, when the town was 200 years old, its population numbered 3,579. In 1927, within a decade of its 300th anniversary, the population was 1,479. These figures illustrate a point concerning Cape Cod. The summer population is so much larger than the winter population that it clearly indicates the principal industry of most of the towns is catering to the needs and whims of tourists and vacation folk.

Sandwich has five churches. For several years the Unitarian, Congregational and Methodist denominations have maintained a Federated church, with one pastor in charge, setting an example to small towns in which maintaining numerous small churches is a real burden.

The Weston Memorial Public Library is an imposing structure in the town. In addition to the town hall, the Casino and Hunt's Hall furnish accommodations for public entertainment and social gatherings.

The men of Plymouth received a petition for incorporation from early settlers of Pamet, the Indian name, afterwards called Dangerfield, the petitioners describing themselves as "40 families and daily increasing." In 1709 the town was incorporated under the name of Truro, and Rev. John Avery was ordained in 1711 as the first minister. By the ancient church, on an elevation near the Pond Village, is his grave, and on the headstone is chiselled

In this dark cavern, or this lonesome grave
Here lays the honest, pious, virtuous Friend
Him, kind Heaven to us as Priest & Doctor gave
As such he lived, as such we mourn his end.

Truro may be said to be composed very largely of sand hills, presenting a decidedly barren appearance, but it is historic ground and from it beautiful views are obtained. At Pond Village, North Truro, an acre of land has been made into a natural parkway, with a field boulder in the centre bearing a bronze tablet. This notifies the visitors that they are on the spot where the Pilgrims encamped for their second night on American soil. The Pilgrim Spring, from which fresh water was drank and a quantity taken on board the "Mayflower," is in



MAIN STREET AND EXCHANGE BUILDING, HARWICH



WYCHMERE HARBOR, HARWICHPORT

the northern part of the town, suitably marked. So is Corn Hill, where a small tract of land was given by public-spirited citizens. A beautiful stretch of land adjoining Provincetown is called Pilgrims' Beach.

At one time considerable shipbuilding took place in the town. In the memorable gale of October 3, 1841, fifty-seven men of Truro, engaged in fishing, perished in the sea. Since 1880 the weir fishing has been an important industry for the small population, but in the days of shipbuilding and mackerel fishing, notably about 1850, the population was 2,051 and in 1925 it was 504. Non-residents own much of the property in town.

WELLFLEET

The town of Eastham set off in 1718 a section known as the town of Pool, which afterward was known as Billingsgate. May 25, 1763, the residents had their petition granted to be incorporated under the name of Wellfleet. From this date until 1850 the population gradually increased. In 1765 there were 917 and in 1850 the figure was 2,411. Fishing has always been the principal industry. Previous to the Revolution the town had thirty vessels engaged in whaling. In 1851 Wellfleet stood second to Gloucester in mackerel fishing, with seventy-nine vessels and 852 men so employed. By 1870 there were more than one hundred vessels, manned by 1,500 men of Wellfleet. There were then three large packing wharves on which 300 or more men were employed. Many vessels were engaged in cod fishing, in the coastwise oyster trade and West Indian fruit trade.

From its importance as a seaport, Wellfleet has become one of the popular Cape Cod towns for summer residents, vacationists and tourists. It has a wealth of harbor and fresh water ponds. There are pocket bays within the Wellfleet Harbor. The summer visitors are delighted with such locations as Silver Spring Harbor, Indian Neck, Black Fish Creek, Duck Cove, Herring River, Lieutenant Island, Griffin Island and numerous thimble coves and miniature creeks which give a diversity and delight to the scenery, hard to match. The town has spent money generously to abate the mosquito nuisance, as might be said of most of the Cape Cod towns, and the results have been satisfactory. The temperature of the water in Wellfleet seldom goes below seventy-four degrees in the summer and there is no better bathing in the Atlantic Ocean.

There are three churches and three hotels. One of the old Colonial churches was removed from South Wellfleet and reconstructed in the centre of the town as a memorial hall. The town has a well-selected public library, schools of high standard, well-kept roads and an atmosphere of cordiality which attracts long-time friends.

YARMOUTH

When the peninsula, now the island, of Cape Cod is referred to as represented by a human arm bent into a position of defiance, the location of Yarmouth would be about midway between the shoulder and the elbow. The territory was first settled in 1639 when the place was known as Mattacheese, the name of a tribe of Indians living in that locality. In 1745 a local company of forty men, thirteen of them Indians, under Colonel Joseph Thacher, took part in the Cape Breton expedition. Of the Indians three only lived to return. One of Colonel Thacher's Indians was the first of the provincials who entered the grand battery at Louisburg. He crawled in at an embrasure and opened the gate.

Even after the close of the Revolutionary War there were Indians living in wigwams about a mile from the mouth of Bass River. They were the remnant of the Pawkunnawkut Tribe which was practically wiped out by smallpox about 1779.

Men of Yarmouth were largely engaged in cod and mackerel fishing and salt-making in the bright days of those industries. Shellfisheries and cranberry growing are the two most lucrative lines of endeavor at present. A large cold storage plant, the Bay State Freezer, was erected at Yarmouthport a few years ago at a cost of a quarter of a million dollars.

There are nine churches, an efficient public school system, public library with branches in the three villages, three banks, an insurance company, representative weekly papers, two hotels, numerous well-kept boarding houses and all the advantages of attractive shore line, good bathing, fishing in fresh water lakes as well as in tide-water, and the pure air and sense of freedom in a virginal land which is characteristic of Cape Cod.

From Fish to Tourists; Salt to Agriculture—Reference has been made to the fact that present-day population figures in most of the towns of Barnstable County are smaller than those of the years when the fisheries, whaling, salt-making, shipbuilding and, in the case of Sandwich, glassmaking were in their prime. The first official census was taken in 1765. Since that time, including 1925, the minimum population of Barnstable, Chatham, Falmouth, Harwich, Provincetown and Sandwich was 1,765; that of Mashpee, 1,776; of Dennis, 1,800; Bourne, 1,885; Brewster, 1,910; and Eastham, Orleans, and Yarmouth, 1,920; Truro and Wellfleet, 1,925.

The maximum population in the several towns has been: Eastham, 1,776; Orleans, 1,840; Brewster, Truro and Wellfleet, 1,850; Sandwich, 1,855; Barnstable and Chatham, 1,860; Dennis and Yarmouth, 1,860;



SCHOOL, CHATHAM



CHATHAM LIGHT, CHATHAM

Harwich, 1,865; Mashpee, 1,870; Provincetown, 1,890; Falmouth, 1,925, and Bourne, 1,925. The total population of the county in 1837 was 31,109. At that time \$2,000,000 was invested in the manufacture of salt. The population in 1925 was 29,782. Barnstable County's maximum population was 35,990 in 1860. The minimum was 12,127 in 1765. Just before the Civil War the town of Barnstable had 5,129 inhabitants, Chatham, 2,710; Dennis, 3,662; and Yarmouth, 2,752. Barnstable was the largest town in the county in that year and is today, the population in 1925 being 5,774.

These figures show something of the changes in population between the days when Barnstable County was ship-minded and today when it is tourist-minded or vacationland-conscious. There were years when the fisheries brought surer and better returns than the cultivation of the earth. Now the entertainment of tourists and summer residents bring better returns than either, although in recent years cranberry culture, strawberry raising, poultry raising and agriculture in general have made remarkable strides. Lack of transportation to the markets of the world has been a great handicap to Barnstable County. A return of shipping facilities, both freight and passenger service, to this territory by means of the Cape Cod Canal and docks suitably located thereon, will, it is predicted by many, make agriculture the greatest industry of all, coupled with the recognized advantages of Cape Cod as a summer playground. It seems strange that it has taken three hundred years to demonstrate that the Cape Cod soil is capable of producing certain fruits, berries and vegetables with a handsome profit to growers and shippers. In some respects Cape Cod is just beginning to find itself.

Barnstable County has a glorious past and an unlimited future.



STREET SCENE, PROVINCETOWN



VIEW OF PROVINCETOWN

CHAPTER XLV

FOUGHT ON LAND, SEA AND IN THE AIR

Boys of Barnstable County Enlisted in World War and Carried Out Traditions of Their Fathers With Equal Bravery—Many Served in Navy Honor Roll List of Those Who Made the Supreme Sacrifice—Among Them Were Several Born Under a Foreign Flag—Some Awarded Medals for Distinguished Service.

The World War secured its soldiers and sailors by selective draft and many of the boys of Barnstable County who would have preferred to serve in the Navy, in which they would have been more at home, were assigned to infantry or artillery service or to enter the comparatively new branch of warfare carried on in the air. Cape Cod furnished young men for all branches of the service and in all these branches the recruits distinguished themselves, and some of them laid down their lives. The list as here presented is included in the general copyright of this entire work and is not to be re-published without permission of the writer, who acknowledges his indebtedness for much of the material to the writers preparing such a list for the Commonwealth of Massachusetts history of the World War.

BARNSTABLE (Cotuit)

***Carleton Thomas Harlow**, Private, killed in action, Aug. 9, 1918, (in the crossing of the Vesle River, near Fismes). Enl. Feb. 25, 1918, 151 D. B.; trans. May 1, to M. G. Co., 59 Inf., 4 Div. Overseas, May 7, 1918.

Carleton Thomas Harlow was born February 14, 1889, at Barnstable (Cotuit), son of Wallis Francis and Josephine (Fuller) Harlow; brother of Mrs. Marion Louise Collins; all of Cotuit. Carpenter.

BOURNE (Pocasset)

***Giovanni Gasbarri**, Private, killed in action, Oct. 11, 1918, (before St. Juvin). Enl. Feb. 18, 1918, 151 D. B.; trans. April 18, 1918, to Co. 3, 326 Inf., 82 Div. Overseas, April 29, 1918.

Giovanni Gasbarri was born in 1888, at Curtaretengo, Italy; brother of Salvatore Gasbarri, of Lacrociere, Vancluse, France.

BOURNE (Sagamore)

Gardner Barker Haskell, Sergeant, died Dec. 27, 1918, result of airplane accident. Enl. Dec. 1, 1917, R. A., 21 Rct. Co., Gen. Serv. Ing., Fort Slocum; trans. Dec. 18, to Avia, Schl, Kelly Field; Feb. 20, 1918, to 32 Rct. Sq., A. S. C., Waco, Texas; same date to 77 Aero Serv. Sq., April 19, to Sqdn. C. A. S., Barron Field,

Texas; Sept. 17, to Sqdn. A., Flying Field Det., Barron Field, Texas. Sergeant, July 1, 1918.

Gardner Barker Haskell was born August, 1897, at Cedarville, son of Charles Curtis and Alice D. (Waite) Haskell, of Sagamore (1919); brother of Curtis Roy Haskell and Mrs. Elizabeth (wife of Lewis E.) Boyden, both of Sagamore, Charles Linwood Haskell of Worcester, and of Leonard F. Haskell of Oakland, California. Chauffeur.

George Everett Whipple, Corporal, died Oct. 2, 1918, of pneumonia, at Hoboken, N. J., Enl. Sept. 20, 1917, Co. H, 302 Inf., 76 Div.; trans. April 4, 1918, to Co. A, 1 Btn., U. S. Guards, Hoboken, N. J. Bugler, April 9, 1918; Corporal, May 24, 1918.

George Everett Whipple was born April 19, 1894, at Bourne, son of John Clarence and Mary Elizabeth (Manimon) Whipple; brother of William H. Whipple of New Bedford, Oscar L. and Harry C. Whipple, and Mrs. Ellen J. Eldridge, all of Bourne, and Mrs. Sarah A. Kingsland of Onset. Linotype operator.

BREWSTER (West)

*Herbert Allston Cahoon, Private, killed in action, July 31, 1918, near the Ouroq River. Enl. Nov. 13, 1917, 151 D. B.; trans. Jan. 16, 1918, to Co. C, 116 F. Sig. Btn., 41 Div.; April 20, 1918, to C, 107 F. Sig. Btn., 32 Div.; May 5, 1918, to Co. M, 125 Inf., 32 Div. Overseas, Feb. 9, 1918.

Herbert Allston Cahoon was born June 22, 1892, at West Brewster, son of Azariah and Bessie (Silver) Cahoon. Chauffeur.

BREWSTER (East)

Roland Crosby Nickerson, Lieut. (JG), U. S. N., died Oct. 6, 1918, of pneumonia, at Naval Hospital, Washington, D. C. Appointed lieutenant (JG), June 5, 1917; assigned to Comdt. 3rd Naval Dist. for duty with "Winchester" S. P. 156; trans. Jan. 1, 1918, to duty on "Roanoke;" April 2, 1918, to office of Naval Intelligence, Washington, D. C.

Roland Crosby Nickerson was born December 6, 1889, at Chicago, Illinois, son of Mrs. Addie D. Nickerson; brother of Mrs. Helen Sears, both of East Brewster. Married Henrietta Jordan Nickerson of Minneapolis, Minnesota. Children: Samuel M. and William J. Nickerson. Manufacturer. Williams College, class of 1914. Credited to Minnesota.

Carleton Ellery Sears, Pharmacist's Mate, 3rd class, U. S. N.; died Oct. 1, 1918, of pneumonia, at Naval Hospital, Norfolk, Va. Enl. June 18, 1917, and assigned to Rec. Ship, New York City, Hosp. App., 1 class; trans. Sept. 22, to Naval Hosp., Norfolk, Va., Hosp. App., 1 class; Sept. 20, 1918, to Rec. Ship, Norfolk, Va., Pharmacist's Mate, 3 class; Sept. 27, to Naval Hosp., Norfolk, Va. Resided at Fairhaven, Conn., a short time before enlistment and credited to Connecticut. Bonus paid by Massachusetts.

CHATHAM

Edward Studley Bearse, Landsman Carpenter's Mate, U. S. N., died Jan. 31, 1918, of pneumonia, at Naval Air Station, Pensacola, Fla. Enl. Dec. 10, 1917, U.



LIBRARY AND WORLD WAR MEMORIAL. ORLEANS



TOWN HALL, ORLEANS

Courtesy of W. G. Smith

S. N. R. F., Naval Air Station, Pensacola, Fla., Dec. 12, 1917, to Jan. 1918. Coast Guard Service, 1914-15.

Edward Studley Bearse was born July 17, 1894, at Chatham, son of George (died 1905) and Margaret Florence (Goodick) Bearse; brother of Russell Allen Bearse and Mrs. Ina Georgie Edward. Carpenter.

NORTH CHATHAM

Emery Foster Griffin, Seaman, U. S. N., died Jan. 7, 1919, of pneumonia at Naval Hospital, Brooklyn, N. Y. Enl. Feb. 7, 1917, U. S. N.; April 6, 1917, on U. S. S. "Alabama;" trans. April 30, to U. S. S. "Nevada;" June 2, to U. S. S. "Solace;" June 5, to Naval Hospital, Norfolk, Va.; July 7, to U. S. S. "Nevada;" Sept. 8, to Rec. Ship, Norfolk Va.; May 28, 1918, to Naval Hospital, Norfolk, Va.; June 12, to Rec. Ship, Norfolk, Va.; July 16, to S. S. "Jonancy;" Oct. 17, to Armed Dft. Detail of New York City.

Emery Foster Griffin was born April 25, 1900, at Chatham, son of Emery Foster (deceased) and Saluda A. (Burgess) Griffin; brother of Eva P. and Marion Griffin, Mrs. Ida Nickerson, Mrs. Lulu Tucker, all of North Chatham; Arthur E. Griffin of Marion and Alexander Wayne Griffin (who served on U. S. S. "Henderson," U. S. N.)

SOUTH CHATHAM

Herbert Lanten Macomber, Private, died Sept. 26, 1918, of pneumonia, at Camp Devens. Enl. Sept. 2, 1918, 17 Co., 5 Tng. En., 151 D. B.

Herbert Lanten Macomber was born September 14, 1896, at Middleboro, son of Frank C. and Ernestine A. (Lanten) Macomber of Brewster; brother of Mrs. Gladys Davis of Boston. Barrel maker.

***Edwin Freeman Nickerson**, Private, killed in action, July 20, 1918, (near Borne). Enl. Dec. 12, 1917, 151 D. B.; trans. Feb. 17, 1918, to Co. ?, Repl. Dft., Camp Devens; March 23, to 2 Co., 1 Inf., Tng. Regt., 1 Dep. Div.; April 4, to Co. L, 102 Inf., 26 Div. Overseas, Feb. 27, 1918.

Edwin Freeman Nickerson was born September 25, 1894, at Chatham, son of Henry B. and Almena F. (Chase) Nickerson; brother of Cecil B. and Willis H. Nickerson, all of Chelsea. Clerk.

***Josiah Doane Nickerson**, Private, killed in action, July 19, 1918, (near Courchamps). Enl. Feb. 15, 1918, 151 D. B.; trans. May 1, to Co. L, 59 Inf., 4 Div. Overseas, May 5, 1918.

Joseph Doane Nickerson was born June 22, 1891, at Harwich, son of Ernest L. and Ruth Howes (Dane) Nickerson, of East Harwich; brother of Mrs. Roland Snow, Valentine Linwood, Ernest, E. Gorham and LeRoy E. Nickerson. Married Althea Reed of Cambridge. Automobile mechanic.

DENNIS

Judah Wilton Berry, Surfman, U. S. Coast Guard, died Dec. 16, 1918, of influenza, at Chatham. Enl. April 29, 1916, U. S. N., Coast Guard Station 43. Employed on light ships four or five years before becoming surfman.

Judah Wilton Berry was born October 4, 1888, at Harwich; brother of Clarence L. Berry, (Gold Star, see above). Married Sarah Ellen Tubman. Children: Lillian L., aged seven years; and Franklyn D., aged four years (1919), all of Dennisport. Fireman on Great Round Shoal Light Vessel.

***Alton Bradford Ellis**, Private, U. S. M. C., killed in action, June 10, 1918, north of Chateau Thierry. Enl. April 18, 1917, U. S. M. C., assigned to Port Royal, S. C.; trans. June 29, 1917, to Quantico, Va.; Aug. 22, 1917, to 18 Co., 5 (Marine) Regt., 2 Div. Overseas, Aug. 22, 1917.

Alton Bradford Ellis was born August 20, 1895, at Brockton, son of Albert J. Ellis of North Harwich (1927) and of Mabel (Gay) (died 1913); brother of Mrs. Vera Gates of Los Angeles, California.

Served in U. S. N. from November 8, 1913, to November 30, 1914, on U. S. S. "Louisiana."

FALMOUTH

***Charles Edwin James DeWillis**, Private, died Aug. 25, 1918, of wounds received in action, at the St. Die Sector in the Vosges. Enl. Apr. 25, 1918, 151 D. B.; trans. May 17, 1918, to Co. D, 367 Inf., 92 Div. Overseas, June 10, 1918.

Charles Edwin James DeWillis was born in May, 1895, at Newport, Rhode Island, son of Mrs. Marion DeWillis of East Falmouth. Husband of Mrs. Celia B. DeWillis of Waquoit (Falmouth). Child: Edwin James DeWillis, born in January, 1919. Laborer. Resident in Massachusetts twenty years.

William Martin, Lieut., U. S. N. (Ret.), died April 28, 1919, of disease, at Naval Hospital, Portsmouth, Va. Appt. Acting Boatswain, March 11, 1902, from Washington, D. C.; appt. Chief Boatswain, March 11, 1908; trans. Aug. 2, 1915, to the Retired List of Officers of the Navy, Section 1453, R. S.; March 2, 1917, to Norfolk, Va., for duty in 5th Naval District; Nov. 1 to duty in charge of Navy Recruiting Station, Norfolk, Va.; Sept. 6, 1918 temp. appt. a lieut.; Oct. 31, to duty as Mobilization Officer, Navy Mobilization Station, Norfolk District; March 13, 1919, resumed former duties at Navy Recruiting Station, Norfolk, Va.

William Martin was born March 18, 1874, at Ballymahon, Ireland, son of Francis and Ann (Geoghegan) Martin (both deceased); brother of Lieutenant-Commander Frank Martin, U. S. N. (Retired) of Quakertown, Pennsylvania, Jack Martin and Mrs. James Ledurth of Philadelphia, Pennsylvania. Married (1907) Frances Lincoln Studley. Child, Elinor Martin. Served twenty-seven years in U. S. N.

***William Savage**, Private, killed in action, Oct. 23, 1918, (near St. Juvin). Enl. Sept. 20, 1917, Co. G, 302 Inf., 76 Div.; trans. Nov. 10, to Co. D, 325 Inf., 82 Div. Overseas, April 25, 1918.

William Savage was born in December, 1893, at Cork, Ireland; nephew of Miss Nellie Ahearn of East Boston. Two brothers in American army; one in English.

***William Wilson Wood**, Sup. Sergeant, died July 30, 1918, at wounds received in action. Enl. June 6, 1917, R. A., 25 Rct. Co. Gen. Serv. Inc.; trans. June 13,



TOWN HALL AND SOLDIERS MONUMENT, SANDWICH



SHAWME LAKE. SANDWICH

to Co. K, 47 Inf., 4 Div. Corporal, Nov. 1, 1917. Sup. Sergeant, March 1, 1918. Overseas, May 10, 1918.

William Wilson Wood was born October 12, 1892, at North Falmouth, son of Wilson (born in Nova Scotia) and Sarah E. (Liddell) (born in England) Wood of Falmouth; brother of John Dow Wood of North Falmouth, and of Mrs. Etta Holten of Quissett (Falmouth). Clerk. Post 83, A. L., Falmouth, named in his honor.

ORLEANS

William Osman Gross, U. S. Coast Guard, died June 27, 1917, of disease, at Marine Hospital, Chelsea. Enl. May 13, 1906; reën. Feb. 24, 1915; dis. Feb. 23, 1916; reën. Feb. 24, 1916, dis. Feb. 23, 1917; reën. Feb. 24, 1917, U. S. Coast Guard, Nauset Station, Eastham, Mass.

William Osman Gross was born February 12, 1878, at Wellfleet, son of Arthur (deceased) and Mary (Newcomb) (died 1893) Gross; brother of Sylvester W., Arthur H., and Aleck T. Gross. Married Ada Freeman Lincoln. Children: Vesta Lincoln, Carl Burnham, Carroll Osman, and Everett Wellington Gross, all of Orleans.

Allen Thomas Gill, Surfman, U. S. Coast Guard, died May 11, 1919, of disease, at Orleans. Enl. Sept. 1, 1887, U. S. Life Saving Service, Eastham; Feb. 24, 1915, rated No. 1 Surfman, and signed contract with U. S. Coast Guard. Dis. Oct. 21, 1918. Reën. Oct. 22, 1918, assigned to U. S. Coast Guard Station 39.

Allen Thomas Gill was born April 7, 1857, at Eastham, son of Thomas Knowles (died 1912) and Rebecca Smith (Hopkins) (died 1905) Gill. Married Achsah Ellen Lewis. Children: Allen Winslow, Hilda Frances, Stephen Thomas, Phyllis Ellen, Carolyn Davis, Grace Eldridge and Lewis Franklin Gill; all of Orleans. Served in Coast Guard thirty-three years. Veteran of Spanish-American War.

PROVINCETOWN

Norman Small Cook, Lieut. (JG) (Prov.), died Aug. 4, 1918, of disease, at Base 19, L'Orient. Appointed Ensign Prov. April 7, 1917, Lieut. J. E. Prov. July 20, 1918; reported for duty Dist. Enrolling Office, Boston, for assignment, July 12, 1917; assigned same day to duty, Camp Burrage, Bumpkin Island; trans. Aug. 26, 1917, to duty on "Cahill;" detailed March 15, 1918, to command the "Douglass;" June 26, 1918, to Naval Base Hospital No. 5, Brest, for observation and treatment; July 9, 1918, to Dist. Commander L'Orient for assignment. Awarded Navy Cross for distinguished services as commanding officer of U. S. S. "Douglass" in the hazardous duty of mine-sweeping, off coast of France.

Normal Small Cook was born December 11, 1879, at Provincetown, son of Wallace J., (deceased) and Susie T. (Mayo) Cook of Swampscott, 1919; married Jennie W. Adams; son: Norman Cook, Jr.

Antonio Luiz Da Luz, Boatswain's Mate, U. S. N. R. F.; died April 28, 1919, at sea, on board U. S. S. "Gypsum Queen." Enl. Oct. 5, 1917, assigned to U. S. S. "Covington;" trans. July 14, to U. S. S. "Gypsum Queen." Post 71, A. L., named in part in his memory.

Antonio Luiz Da Luz was born in 1885, in Portugal, son of Cosme

Antonio Da Luz; brother of R. Heliodora Saljades, Maria Augusta, and Maria Luciana Da Luz, all of Olhao, Algarve, Portugal, and Jose Estevo Da Luz of Provincetown. Husband of Maria Balbina Da Luz of Portugal. Seaman. Resident in Massachusetts fifteen years.

Louis Ferreira, Seaman, U. S. Coast Guard, died of influenza and pneumonia, Oct. 17, 1918, at Naval Hospital, Norfolk, Va. Enl. June 3, 1918, U. S. N., Coast Guard Cutter "Seminole."

Louis Ferreira was born November 17, 1896, at Provincetown, son of Manuel and Julia (Cabral) Ferreira (born in S. Miguel, Azores); brother of Mrs. Pauline (Ferreira) Silva and Mary Ferreira, all of Provincetown. Fisherman.

John Thomas Ford, Ship's Cook, U. S. N., died Oct. 13, 1918, of influenza, on U. S. S. "Actus." Enl. April 20, 1918, Naval Tng. Corps, Hingham, Mass.; trans. June 24, 1918, to Sect. Hdqrs., Provincetown; June 28, 1918, to U. S. S. "Actus."

John Thomas Ford was born 1881, in Boston, son of John A. and Katherine (Collins) Ford, (both deceased); brother of Mrs. Anna McDonald of New Bedford, Mrs. Sadie Miller of Lowell, and Mrs. Matian Otto of Fairhaven, New Jersey. Married Margaret M. Ruck of Provincetown. Children: John A., George E., Margaret C., Alfred J. and Ernest Ford, all of Provincetown. Captain of Fishing boat.

Frank Fratus, Carpenter's Mate, 3 class, U. S. N. R. F., died July 29, 1918, U. S. S. "Solace," Base 2. Enl. April 6, 1917; assigned June 8, to U. S. S. "Michigan" from Rec. Ship at Boston; trans. July 21, to U. S. S. "Solace."

Frank Fratus was born January, 1899, son of Jesse and Mary Rose Fratus; brother of Rose, Terry, Irene, Joseph, William and Gabriel Fratus; all of Provincetown. Newsboy.

Leroy Milton Gibbs, Surfman, U. S. Coast Guard, died Dec. 23, 1918, at Coast Guard Station 44. Enl. Oct. 2, 1917, U. S. N., assigned to Coast Guard Station.

Leroy Milton Gibbs was born September 8, 1899, at Somerset, son of Embert M. and Minnie H. (Williams) Gibbs; brother of Adelaide E. and Marian C. Gibbs, all of Provincetown. Painter.

Antonio Louis Light, Boatswain's Mate, U. S. N.; see Da Luz, Antonio Luiz.

***Manuel Narcemmanto Lopes**, Private, killed in action, July 18, 1918, (near Missy-aux-Bois). Enl. Sept. 20, 1917, Co. H, 302 Inf., 76 Div.; trans. Feb. 13, 1918, to 2 Co., March Repl. Draft, Camp Devens; March 25, to Co. F, 163 Inf., 41 Div.; May 6, to Clerks' School, Depot Division; June 6, to Co. D, 161 Inf., 41 Div.; June 13, to Co. K, 161 Inf., 41 Div.; June 20, to Co. B, 18 Inf., 1 Div. Overseas, March 12, 1918.

Manuel Narcemmanto Lopes was born December 25, 1892, at Olhaw, Portugal, son of Manuel Peter (died 1919) and Mary Theresa (Souza) Lopes; brother of Mrs. Mary C. Macara, Mrs. Mary J. Salvador, and Mrs. Mary S. Santos; all of Provincetown. Fish dealer. Resident of Massachusetts twenty-five years.

Daniel Norman MacRitchie, Lieut. Prov., U. S. N. R. F., died April 7, 1918, of pneumonia, at Baltimore, Md. Appointed Lieut. Prov. March 29, 1917, assigned to U. S. S. "Mars."

Daniel Norman MacRitchie was born in 1876, at Provincetown, son



FIRST PARISH CHURCH. SANDWICH. ORGANIZED 1638



GENERAL BENJAMIN LINCOLN HOUSE. SANDWICH

of Daniel (deceased) and Mary (McKensie) MacRitchie (Mrs. Brown of Concord Junction, 1919); brother of Mrs. Angie Rodday and Mrs. Catherine Adams, both of Concord Junction, and of William MacRitchie of Detroit, Michigan. Married Mary E. Conrad. Child: Norman E. MacRitchie: Yarmouth, N. C., Canada. Officer Merchant Marine.

Everett Thomas McQuillan, Seaman, U. S. N. R. F., died March 6, 1918, of pneumonia, at Chelsea Naval Hospital. Enl. December 10, 1917, assigned to Naval Tng. Camp at Hingham, March 1, 1918.

Everett Thomas McQuillan was born January 7, 1897, at Provincetown, son of Thomas and Sarah Hopkins (Bickery) McQuillan. Watchman, N. Y., N. H. & H. R. R.

***Manuel S. Menengas**, Private, killed in action, July 19, 1918, (west of Bois de l'Orme). Enl. Feb. 25, 1918, Co. L, 59 Inf., 4 Div. Overseas, May 5, 1918.

Manuel S. Menengas was born August 16, 1898, in Portugal, son of Antone and Mary C. (Rosario) Menengas (both born in Portugal); brother of Antone L. Menengas and Mary C. (wife of Frank) Joseph, both of Provincetown, and of John A. and Joseph P. Menengas, both of Valadenho, Olhao, Portugal. Fisherman. Resident of Massachusetts four years.

***Louis Joseph Morris**, Private, killed in action, Aug. 10, 1918, (near the Bois de Foret). Enl. Sept. 18, 1918, at San Mateo, Cal., Co. H, 363 Inf., 91 Div.; trans. Feb. 27, 1918, to Co. G, 47 Inf., 4 Div. Overseas, May 10, 1918. Post 71, A. L., named in part in his memory. Credited to California.

Louis Joseph Morris was born April 8, 1896, at Truro, son of Joseph F. and Mary (Rogers) Morris, of Vineyard Haven, Agriculturist.

Lewis Armstrong Young, Machinist's Mate, 1 class, U. S. N. R. F., died Oct. 15, 1918, of influenza, at Pauillac, France. Enl. July 24, 1917, assigned to Rec. Ship at Boston; trans. Sept. 2, 1917, to U. S. S. "Marietta."

Lewis Armstrong Young was born February 8, 1896, at Provincetown, son of William H. and Anna M. (Hughes) Young; brother of Josephine Y. (wife of Dr. Ernest J.) McKenna, all of Provincetown. Machinist. Educated at Worcester Academy, Cushing Academy, and Westworth Institute.

SANDWICH

Alden Clark, Corporal, died Feb. 24, 1918, of disease. Enl. Sept. 20, 1917, Co. H, 302 Inf., 76 Div. Promoted corporal Jan. 16, 1917. Post 186, A. L., Sandwich, named, in part, in his honor.

Alden Clark was born March 4, 1895, at Sandwich, son of Robert W. and Emma (Burgess) Clark.

TRURO

Edgar Snow Grozier, Machinist's Mate, U. S. N., died Dec. 9, 1917, of pneumonia, at Norfolk, Va. Enl. May 12, 1917, Rec. Ship at Boston; assigned May 17, to U. S. S. "Georgia."

Edgar Snow Grozier, was born October 13, 1891, at North Truro,

son of John Franklin and Sarah Emmeline (Cooper) Grozier; brother of John P., Henry U., William Leslie, Emeline C. and Leroy A. Grozier, all of North Truro; Mrs. Maud L. Taylor of Barnstable, Herbert F. Grozier (who served on U. S. S. "Lancaster," U. S. N.) and Ada C. Grozier (died 1921). Machinist. A. L. Post, No. 262, Truro, named in his memory.

WELLFLEET

John Russell McKay, Seaman, U. S. N. R. F., died Oct. 1, 1918, of influenza, at Chelsea Naval Hospital. Enl. April 15, 1917, assigned to U. S. S. "Comber," from Marblehead Section, 1st Naval District; trans. Feb. 1, 1918, to Mine Force, 2nd Naval District; May 18, to U. S. S. "Comber."

John Russell McKay was born February 21, 1892, at Wellfleet, son of John Percy and Linnie Higgins (Chandler) McKay, of Wellfleet; brother of Mrs. Myra B. Thompson of North Truro, and Mrs. Mary M. Brown of Wellfleet. Clerk. A. L. Post, No. 287, and square, at Wellfleet, named in his honor.



OLD MILL, CHATHAM



VIEW AT CHATHAM

CHAPTER XLVI

OUTPOSTS OF THE COMMONWEALTH

Island Counties Touched by Adventurers, Sea Rovers and Colonizers Before the Mainland Knew the White Men—Nantucket Once Belonged to New York But Joined the Massachusetts Family in Reign of William and Mary—Governor Thomas Mayhew's Army of Indians Protected Marthas Vineyard From Mainland Redskins in King Philip's War—Gay Head and Its Legend of The Devil's Den—Beginning of the Whale Fisheries in 1690—Only Massachusetts County With a Single Town—Present Main Industry in Both Island Counties Entertaining Summer Visitors.

Many intensely interesting books have been written about the island counties of Massachusetts, Dukes and Nantucket. Many other interesting books might easily be written concerning them. They were interesting and played an important part in the beginning, have continued to do so up through the centuries and are playing their part in the modern stage of life with equal excellence and progressiveness. There has always been a peculiar quality of independence and self-sufficiency connected with these outposts of the Commonwealth.

They have been a haven to the oppressed in all ages. They have been inhabited by people so peace-loving that they would have peace if they had to fight for it. They have been more at home on the sea than on the land because there has always been more of it and it has always contributed more to their support and entered into their general scheme of things. The islands are inhabited by a genuine, dependable, fearless and hardy race. Of such is the Commonwealth of Massachusetts and Dukes and Nantucket counties in particular.

It was on one or more of these islands that the Norsemen are supposed to have made a visit in 1002. It was in early days that they were the abode of pirates who infested these coasts. On Cuttyhunk in Dukes County, Bartholomew Gosnold attempted to found the first English Colony. On Nantucket, in the county of that name and island, the Quakers fled from persecution of the colonists. On Penikese in Dukes County the unfortunate victims of that dread disease, leprosy, found refuge in recent years, until provision was made to have a national colony for such afflicted people. Now Penikese has become a bird sanctuary. The counties have spelled freedom for the beasts of the field, the persecuted humans of all races and religious beliefs and now for the fowls of the air.

Many times, in writing the history of Plymouth and Barnstable coun-

ties, the stories have overlapped into Dukes and Nantucket and some of the interesting occurrences recorded in those earlier chapters in these volumes have been enacted on the stages of these islands, entirely surrounded by salt water and with the breath of heaven and freedom blowing over and through them.

Dukes County is formed of the islands of Marthas Vineyard, Chappaquiddick, Elizabeth Islands and Noman's Land, having a combined area of one hundred and twenty square miles. The islands are south of Barnstable County and Buzzards Bay. Noman's Land is the southern extremity of Massachusetts. Marthas Vineyard, largest of the islands, is nineteen miles in length from east to west, and has an average breadth of five miles. The island was called by the Indians Capawock.

Bartholomew Gosnold landed at Noman's Land, passed around Gay Head and called it Dover Cliff, anchored in Vineyard Sound, and went ashore on Cuttyhunk, which he named Elizabeth Island, in honor of the ruling queen of England. His attempt to found an English colony there and his monument on a little island in a little lake on the island of Cuttyhunk have already been referred to.

In June, 1603, Martin Pring entered the harbor of Edgartown and gave it the name of Whitson's Bay. He anchored under the shelter of Chappaquiddick neck and gave it the name of Mount Aldworth, remaining in that vicinity about two months and carrying back to England some enthusiastic reports.

In 1619 Thomas Dermer landed at Marthas Vineyard, had a battle with the Indians and left a hatred for white men for the Pilgrims to have as a liability when they arrived at Provincetown and Plymouth the following year.

In October, 1641, James Forcett, agent for William, Earl of Sterling, who had a grant from the king of England under which he claimed all the islands between Cape Cod and the Hudson River, granted to Thomas Mayhew of Watertown and Thomas Mayhew, his son, Nantucket, Marthas Vineyard and the Elizabeth Islands. They were supposed to have the same powers of government which the people of Massachusetts possessed by charter. These islands had not been included in any of the New England governments.

The elder Thomas Mayhew became the governor of the islands, after sending his son and several other persons over to found a colony and begin a plantation, which they did at Edgartown.

Marthas Vineyard was annexed to the jurisdiction of Massachusetts in 1644, by act of the commissioners of the United Colonies of New England. Nevertheless, in 1664, the Duke of York received from his brother, Charles II, a grant of New York, including Long Island, Marthas Vineyard, Nantucket and the islands adjacent. They had pre-

viously been purchased of Henry, grandson and heir of William, Earl of Sterling, who had resigned and assigned them to the duke. They were made a county and called Dukes County while they were connected with New York. They were left largely to govern themselves and got the habit which has never wholly been given up.

The islands were definitely taken from New York and annexed to Massachusetts by virtue of a charter from William and Mary which was received in 1692.

Nantucket was separated from the other islands in Dukes County in 1695 and made a distinct county of its own.

Being exposed to attacks from the sea and at the mercy of any considerable force, the inhabitants of the islands suffered much in the Revolutionary War and in the War of 1812. Vessels and all other property were taken, many of the inhabitants captured and taken away to die on prison ships.

The Elizabeth Islands are separated from Marthas Vineyard by Vineyard Sound, and from Falmouth by a strait called Wood's Hole. The soil on the islands is good for the most part, but stony, and the surface of the larger islands is rolling. In former years salt was reclaimed from the sea, as it was in Barnstable County. The islands furnished pastures for cattle and especially for superior droves of sheep, including merinos.

- In early days all the islands were inhabited by Indians who were usually friendly to the early white settlers, notwithstanding their encounter with Thomas Dermer in 1603. When King Philip's War raged on the mainland, the Indians refused to join in hostilities against the whites and proved their friendship toward the English settlers so completely that Governor Mayhew armed the Indians on Marthas Vineyard and gave them ammunition and instructions how to defend the island against Indians from the mainland.

An Indian church was founded on Marthas Vineyard by the younger Mayhew in 1659 and from this another church arose in 1670.

When the English arrived on Marthas Vineyard the best part of the land, at Gay Head, was occupied by Indians and they have held possession in that vicinity ever since. Gay Head is composed of clay and other substances of various colors which presents a brilliant and colorful appearance when the sun shines upon it, especially as viewed from vessels sailing past. It was this appearance which gave it the name Gay Head.

The Devil's Den is the name given to a depression in the hill at Gay Head. The depression is in the form of a bowl, open on the side next to the sea, about one hundred feet deep. This was the abode, according to an Indian legend, of the tutelary deity Maushope, a giant who

pulled up trees by the roots and roasted whales over a fire in this den. He supplied the Indians with whales and other food.

One day he threw his wife on Saconet Point, where she still remains a misshapen rock; turned his children into fishes, went away and left the den in the control of a malignant spirit which has caused volcanic fires to ascend from the den, throwing out the brilliant colors in the flames which have turned to clay. It is used by the Indians to shape into vases and souvenirs of various kinds to dispose of to tourists who take them in exchange for the white man's wampum, which the present-day redskins thoroughly understand and approve of.

Dukes County consists of the towns of Chilmark, Edgartown, Gay Head, Gosnold, Oak Bluffs, Tisbury and West Tisbury. In 1925 the combined population numbered 4,862 and the number of registered voters was 2,052. Tisbury, with a population of 1,431, is the largest town, although Oak Bluffs is the most densely populated in the vacation season.

The county was incorporated in 1695. The shire town is Edgartown and the county officers in 1927 were: Judge of probate and insolvency, Everett Allen Davis of West Tisbury; register of probate and insolvency, Mary W. Wimpenney of Edgartown; sheriff, Thomas A. Dexter of Edgartown; clerk of courts, Arthur W. Davis of Edgartown; county treasurer, Herbert N. Hinckley of Tisbury; register of deeds, Philip J. Norton of Edgartown; county commissioners, George L. Donaldson of West Tisbury, Frederick W. Smith of Oak Bluffs and Francis A. Foster of Edgartown; associate commissioners, John D. Bassett of Chilmark and Herbert N. Hinckley of Tisbury; master in chancery, Abner L. Braley of Edgartown.

Honor Roll in World War—Of the boys from Dukes County who served in the World War, two died in service, one of them, a Gay Head Indian who died overseas; the other a native of Cuttyhunk who was ensign in the Navy, son of the postmaster of Gosnold.

DUKES COUNTY

GAY HEAD

George L. Belain, Private, died Feb. 13, 1919, of pneumonia. Enl. March 28, 1918, 8 Co. 2 Btn., 151 D. B.; trans. to Btry. B, 306 F. A., 77 Div. Overseas, April 24, 1918.

George L. Belain was born in February, 1894, at Gay Head, son of John W. and Naomi P. (Sylvia) Belain; brother of Sophia (wife of Thaddeus) Johnson of Granville, Maine, Daniel W., Bessie, Mildred, Edna M., Morris S., and Dorothy N. Belain, all of Gay Head; and of Mrs. Bertha (wife of Lawrence C.) Jeffers of Edgartown. Farmer. Vital records show family of this name as Indians.

GOSNOLD (Cuttyhunk Island)

Harold Stetson Veeder, Ensign, U. S. N., died Aug. 19, 1917, of disease, at Naval Station, Newport, R. I. Appointed March 23, 1917, Ensign (E) Prov., assigned April 11, 1917, to Comdt. 2nd Naval Dist.

Harold Stetson Veeder was born April 29, 1885, at Cuttyhunk Island, son of Frederick Allen and Annette Briggs (Stetson) Veeder of Cuttyhunk Island; brother of Ernest Gray Veeder of New Bedford, and Elsie (wife of George R.) Hoffser of Seattle, Washington. Fisherman.

IN FOREIGN SERVICE

EDGARTOWN

Neil McLaurin, reported "killed in action." O. C. L., Lynn, "Item," Sept. 17, 1917, p. 5.

Neil McLaurin, Private, C. E. F., "of Montreal, P. Q." killed in action, Aug. 16, 1917. Enl. Oct. 22, 1914; served in France in 16th Btn. Ottawa War Office Records.

Nantucket County and Town—Several years ago there was no cable connection between Nantucket and the mainland. The harbor was ice bound, so that the boat which plies between Nantucket and Wood's Hole was locked in the embrace of the frost king and unable to make its regular calls. The island was thrown entirely upon its resources. When the ice broke up and water communication with the mainland was resumed, a non-Nantucketer visited the island and remarked to one of the native citizens:

"Well, captain, it must have been tough for you people not to have any connection with the people on the mainland for such a long time."

"It wasn't any worse for us than it was for them," was the reply; and, in that reply, was expressed a conviction which the native Nantucketer has that his "right little, tight little island" is just as good as any other part of the world and, in fact, just as good as all the rest of the world put together.

Nantucket, to a Nantucketer, is a continent in itself, a nation, a division of the world which asks odds of nobody and is sufficient unto itself. From the land which constitutes it and the water which surrounds it the inhabitants believe they can derive their "life, liberty and pursuit of happiness" even if all the rest of the world goes hang.

This is not stated in any spirit of criticism or attempt to make a joke at the expense of the worthy citizens of a delightful island. Rather it is in recognition of a sterling quality and in admiration of those people who inhabit the village unafraid, people who meet the world four-square, men and women who stand like the angel in the Apocalypse "with one foot upon the dry land and the other foot upon the sea," recognizing a God-given dominion over both, thankful that their lot has

been cast in such a pleasant place and without envy toward all creation.

Nantucket has always been at the mercy of every hostile force and has always held its own or recovered from its temporary defeats. It may have been conquered but has never been defeated. The storms have beat against it since the dawn of creation and it has stood fast. At the time of the Revolutionary War, when Nantucket had one hundred and fifty vessels and 2,200 men employed in the whale voyages, the British reduced the number of vessels to thirty by seizing and burning them. The British took away the property, carried away the young men to die on prison ships, after unspeakable treatment, and committed outrages as long as there was anything to destroy or confiscate. Again in the War of 1812, such recovery as the people of Nantucket had been able to make after the terms of peace, was given another setback by other visits and outrages from British fleets. But, in 1882, there were eighty-eight whaling vessels, averaging three hundred tons each, belonging to Nantucket, and the whalers extended their voyages to the coast of Brazil and frequently to the Pacific Ocean, sometimes being absent two or three years, but bringing back the oil.

Any place in the world, where there was land or water, was always a hunting ground satisfactory to the men of Nantucket but when the vessel lay low in the water with barrels of oil, and a duty well done, the vessels were pointed toward Sancoty Head which rises eighty feet above the town of Peter Folger which they called home.

Peter Folger was the grandfather of Benjamin Franklin. Of him the following notice was given by Zacheus Macy in "A Short Journal of Nantucket," which is in the "Collections of the Massachusetts Historical Society," Vol. III, page 159:

"When the English first came to Nantucket, they appointed five men to divide and lay out twenty acres of house-lot land to every share, and Peter Folger was one of the five. But it appears by the records, that any three of that five might do the business, provided the said Peter Folger was one of them, from which it is plain the people saw something in him superior to others. It is observable also that the old deeds from the Indian sachems were examined by Peter Folger, and he wrote at the bottom of the deed and signed in addition to the signature of the justice; for he understood and could speak the Indian tongue. Thus it is evident that both the English and the Indian had a great esteem for Peter Folger, who was grandfather to the famous Benjamin Franklin, the Printer, Statesman and Philosopher. His mother was the daughter of Peter Folger, and it seems that the whole of North America prides itself as much in Benjamin Franklin as the people of Nantucket did in his grandfather, Peter Folger."

The whale fisheries began at Nantucket in 1690, when Ishabod Pad-



OLD HOMESTEAD OF GOVERNOR PRENCE, EASTHAM



HOME OF JOSHUA CROSBY, WHO COMMANDED A QUARTER-DECK GUN
ON THE FRIGATE "CONSTITUTION" IN HER FIGHT WITH
THE "GUERRIERE"—ORLEANS



FRENCH TRANS-ATLANTIC CABLE STATION, ORLEANS
Courtesy of W. G. Smith

dock of Cape Cod came to the island and instructed the fishermen in the art of killing whales from boats. The business flourished in neighboring waters till about 1760, when whales practically left the coast. When whales were obtained by going after them short distances in small sloops and schooners of from thirty to fifty tons, the blubber was brought home and tried out in try-houses on Nantucket. When longer voyages were required the trying out process was at sea and the oil brought home in barrels. At the time of the Revolution about 30,000 barrels of oil were brought home annually.

Ninety years ago the population of Nantucket was 9,048. The population in 1925 was 3,152, occasioned largely by the change in industry from whaling to growing cranberries and entertaining summer visitors.

Just one hundred years ago the Coffin School¹ was established by Admiral Sir Isaac Coffin of the British Navy who visited the island the year before he found he was remotely related to most of the inhabitants and had a desire to confer some benefit upon the rising generation. The Nantucket Athenæum was incorporated in 1834, with a library and museum.

The principal harbor at Nantucket is on the north side of the island. The village of Siasconset, situated at the southeast extremity of the island, has for years been popular with theatrical people for their summer homes and in more recent years many other people have established vacation-time residences there as well as elsewhere on the island.

The county officers are: Judge of probate and insolvency, Henry Riddell; register of probate and insolvency, John J. Gardner; sheriff, Joseph A. Johnson, Jr.; clerk of courts, John C. Jones; county treasurer, Edwin S. Tirrell; register of deeds, Lauriston Bunker; master in chancery, Walter H. Burgess.

The selectmen of the town of Nantucket have the powers and perform the duties of county commissioners. The treasurer of the town is also county treasurer. The medical examiner of the county is Dr. Frank E. Lewis. The justice of the district court is Reginald T. Fitz-Randolph and the special justice, Emilie Genesky. Arthur W. Jones is the representative in the General Court of Massachusetts and a member of the legislative committee on ways and means.

World War Honor Roll—As has already been stated in connection with the list of those who were killed in action or otherwise died in the World War, credited to the counties of Plymouth, Barnstable and Dukes, so, in the case of Nantucket, the honor roll is included in the general copyright of this work and is not to be re-published without permission of the writer. He acknowledges much assistance in its compilation from those engaged in preparing a history of the Commonwealth of Massachusetts in the World War.

NANTUCKET

Howard Folger Coffin, Mechanic, died April 15, 1918, of pneumonia, at Boston Homœopathic Hospital. Enl. Nov. 13, 1917, 151 D. B.; trans. to Co. G, 302 Inf., 76 Div.

Howard Folger Coffin was born June 8, 1888, at Nantucket, son of Albert Russell and Caroline Smith (Andrews) Coffin; brother of Edna Tibbetts Coffin of Nantucket; married Effie Lewis Lake of Nantucket. Carpenter.

***Byron Leroy Sylvaro**, Private, died July 21, 1918, of wounds received in action. Enl. Nov. 13, 1917, 151 D. B.; trans. Feb. 17, 1918, to 1 Co., I Inf. Tng. Regt.; April 4, to Co. M, 103 Inf., 26 Div. Overseas, Feb. 27, 1918. "Recommended for Div. citation for meritorious conduct while advancing on Belleau, July 21, 1918, during which operation he was killed."

Byron Leroy Sylvaro was born April 27, 1894, at Nantucket, son of Charles R. (deceased) and Nellie M. (Cassidy) Sylvaro; brother of Alban K. Sylvaro. Fisherman.

Nathan Leroy Thurston, Surfman, U. S. Coast Guard, died Feb. 10, 1920, of pneumonia, at Nantucket. Enl. Feb. 13, 1917, U. S. N., assigned to Coast Guard Station 45; trans. Nov. 6, 1917, to Coast Guard Station 46; Dis. Feb. 12, 1918; reën. Feb. 13, 1918; dis. Sept. 18, 1918; reën. Sept. 19, 1918.

Nathan Leroy Thurston was born in October, 1891, at Nantucket, son of Frank H. and Clara J. (Fish) Thurston; married Abbie Gertrude Curley. Surfman.

Francis LeRoy Wilkes, Seaman, U. S. Coast Guard, drowned Sept. 26, 1918, in Bristol Channel, while attached to Coast Guard Cutter "Tampa." Enl. March 9, 1918, assigned to Coast Guard Station 45; trans. N. Y. Div. Coast Guard; Coast Guard Cutter "Tampa."

Francis Leroy Wilkes was born February 19, 1897, at Nantucket, son of Edgar W. and Emma F., (Phenix) Wilkes of Nantucket; brother of Isabelle F. Wilkes of Boston, Mrs. Villa W. (wife of Joshua) Wright, Mrs. Sarah Booth, Phyllis Wilkes and Roger Wilkes (who served in U. S. Coast Guard), all of Nantucket; married Ilda May Silva of Nantucket. Florist.

PART III
NORFOLK COUNTY

CHAPTER XLVII

"STERN TO INFLICT; STUBBORN TO ENDURE"

Norfolk County Came Within the Jurisdiction of the Puritan Ancestry—Early Trespassing Led to Exchange of Diplomatic Notes But Relations With Pilgrims Were Usually Friendly—Coming and Going of Roger Williams Who Founded Providence and Saved Colonists from Extinction—Ann Hutchinson and Others Banished by Religious Bigotry—Difficulties With Early Ministers—Quakers Flogged to Death—Captain Thomas Savage, and Repent, Believe and Tremble Gridley—"Plymouth Saddle on the Bay Horse."

Norfolk County differs from the other counties mentioned earlier in these volumes, inasmuch as it lies in the Puritan colony—not very far in but sufficiently to have been under the drippings, at least, of the Puritan sanctuary. Norfolk County towns are descended from the Puritans and proud of it. To many persons there was no difference, in their opinion, between the Pilgrims and Puritans. Usually the peculiarities of one have been laid to the other in popular opinion of the present day, among those who have not concerned themselves with historical matters, especially related to consanguinity. But there was a difference and a distinction. Volumes have been written about it. Congressman Louis A. Frothingham, of North Easton, speaking at the dedication of the Pilgrim Monument at Provincetown, in his capacity at that time of lieutenant-governor of the Commonwealth of Massachusetts, put the difference into few words. He said: "The Pilgrims left the Church of England; the Puritans stayed in and fought." The Puritans, in the first vessel of John Winthrop's fleet, the "Mary and John," under Captain Squeb, landed at Dorchester. Their coming bolstered up the arms of the Pilgrims. It has been said that "the Pilgrims were staunch and able colonists. The Puritans were good founders of a Commonwealth." After the Pilgrims had endured every privation and hardship, as a result of which a large percentage of the original number perished, at the end of a decade the Massachusetts Bay Colony of Puritans took possession of Boston and Salem and territory covered by many other towns which have received less credit but contributed just as much heroism, genius and patriotism. Among these were the towns of Norfolk County. Dorchester was a part of Norfolk County until January 3, 1870, when it was annexed to Boston, and thus became a part of Suffolk County.

Out of Dorchester came Milton in 1662, Stoughton in 1726, part of Quincy in 1792, and other parts in 1814, 1819, and 1855, a part of Hyde

Park in 1868. Dorchester's remnant was annexed to Boston in 1870 and Hyde Park was annexed to Boston in 1911.

The differences between Pilgrims and Puritans emphasize the heroism of the Plymouth Colony. The Puritans had been a very powerful political party in England. They came in far greater numbers than the Pilgrims, founded more settlements, and were more prosperous.

John Winthrop condensed in few words the Puritan reasons for coming to America, when he wrote: "It is not a place for civil and religious freedom but a community under a due form of government, supremacy of law, and the impartial administration of justice."

The coming of the Puritans was welcomed by the Pilgrims. There is in the record of Morton, the Plymouth secretary, a reference which reads:

This year (1630) it pleased God of his rich grace to Transport over into the Bay of the Massachusetts divers honorable Personages, and many worthy Christians, whereby the Lord began in a manifest manner and way to make known the great thoughts which He had of Planting the Gospel in this remote and Barberous Wilderness, and honouring His own Way of Instituted Worship.

There was some friction between the Massachusetts Bay Colony and the Plymouth Colony and there is evidence that good reasons abounded in specific instances. A Massachusetts Bay shallop was wrecked on Brown's Island in Plymouth Harbor, showing that some of the Puritans surreptitiously traded with the Indians in the Pilgrim domains and underhandedly invaded Pilgrim territory for that purpose.

The Puritan colony was wealthy and powerful, according to the local standards and in comparison with the Plymouth settlement, but there was a principle at stake and Governor Bradford notified Governor Winthrop: "We will defend our rights, even to the spending of our lives." This diplomatic note carried a warning which was heeded by these people, who were self-accusing as well as overbearing and sometimes acknowledged to themselves when they were in the wrong. Let it be remembered that Lieutenant-Governor William Stoughton said it when he uttered the words: "God sifted the grain of an entire nation when the Puritans were congregated."

The Pilgrims were far more lenient in punishments than the Puritans. When John Billington, one of the signers of the Compact on the "Mayflower," but a member of the colony who had given much trouble, waylaid and shot John New-comin, with whom he had had a quarrel, the men of Plymouth conferred with Governor Winthrop before executing their first murderer. No one in the Pilgrim colony was ever hanged or even committed as a witch, although the Puritans hanged many in that madness. Two were accused in the Plymouth Colony, but nothing came of it.

The Puritans had laws and severe punishments against certain articles of dress, but the Pilgrims had no sumptuary laws of that nature, although some of the ministers in those days, as now, preached against the mode of dress enjoyed by the women of their congregations.

The Pilgrims were moderate in their punishment, even of that hypocritical, lying and traitorous clergyman of the Anglican Establishment, Rev. John Lyford, who arrived on the "Charity," "the agent of an ecclesiastical establishment allied with political government who had been deliberately sent among them, in malice, to undermine their cherished beliefs." Lyford offered to renounce his ordination and become a full-fledged Separatist. The Pilgrims replied: "Neither we nor any of ours in the confession of their faith renounce or in one word contest with the Church of England."

Lyford sent untruthful statements concerning the Pilgrims to England, copies of which fell into the hands of Governor Bradford. Lyford conspired with John Oldham to disrupt the colony. Both departed for Nantasket and Lyford, who had a wife and four children, was given six months in which to move with them out of Plymouth. Lyford went to Cape Ann and later to Virginia. Oldham was banished but returned and defied the Plymouth men who made him run the gauntlet, receiving blows from their muskets as he hastened toward a vessel waiting to take him away. A storm at sea brought him back again and, upon his expressing contrition, he was forgiven and allowed to remain. Later, he had a controversy with an Indian who put an end to his turbulence by means of a firearm.

The Pilgrims feared a repetition of the experience which they had with Rev. John Lyford, with possible undermining of their faith, and did not encourage immigration. London financiers discouraged English emigration to America. Consequently, in 1627, there were only one hundred and fifty-six landholders in Plymouth — a very slow growth for a progressive settlement which had made good by every other standard and test.

Governor Winthrop's Colony was in hard straits, facing famine, when the food-laden ship "Lion" arrived, February 5, 1631. On the same ship was a young man, graduated from Cambridge, who had been admitted to orders in the Church of England, but showed a marked tendency toward Separatism. He knew England was too narrow for the development of ideas which he had, but he evidently expected to find abundant room to develop them in the New World. Irving B. Richman says that Williams, finding instead, that he was face to face with the reactionary principle of theocracy, stood "perplexed, indignant, weapon-drawn, challenging it by every instinct of his nature and

at every point. It was of the old and of the darkness; he was of the new and of the light, and there could be no parley between them." This man, Roger Williams, stirred both Puritan and Pilgrim colonies, was banished from them, and probably was the means of saving both from extinction by the murderous bands of the Indians.

In the summer of 1631, Williams moved to Plymouth, which seemed more liberal than Boston and Salem. There he was tried in religious ministrations, but was sent back with the endorsement: "Williams, the disputatious, not a comfortable man to have in one's neighborhood."

About a year afterward, Williams was settled as pastor of the Salem church, succeeding Rev. Mr. Skelton, who had died. Williams declared that "no one should be bound to worship or to maintain a worship against his consent." He had a new doctrine and became the earliest active exponent in America. James Bryce styled him "an orthodox Puritan gifted with a double portion of the dissidence of dissent and the first apostle in New England of the theory of absolute freedom for the individual in matters of religion." John Quincy Adams pronounced him a "conscientiously contentious man." He was evidently what was called in modern times a "conscientious objector" and objected to many things. Among others, he objected to women appearing in public without being veiled.

The Puritan has been described as "Stern to inflict, stubborn to endure; he who smiled in death—the Puritan." He had his inning against the Episcopalians, Quakers, Baptists, and those whom he accused of witchcraft and, judged by standards of our, not his, times there were no excuses for his intolerance and persecution. He flourished, however, in a time when the penal laws of England, under King James I, prescribed punishment by death for two hundred and thirty-three offenses. Capital punishment was in the Puritan laws to fit thirteen offenses, a great advance from the British standard in mercy and Christianity. There were only eleven actual enforcements of these punishments.

Plymouth had six capital offenses on her statute book and two or possibly three of these laws were enforced. The offenses punishable by death among the Pilgrims, had such offenses occurred, were: "treason, murder, diabolical communication, arson, rape, and unnatural crimes." The stocks and whipping post were most in vogue to keep the colonists straight. Two men who fought the first duel were punished by having their heads and feet tied together.

Strange were some of the punishments meted out to offenders in Colonial times, but the so-called "blue laws" were never actually written or in force. They were results of the vulgar imagination and falsifying of a Tory parson who wrote them in England. There was

an instance, however, when a man was hauled before the Boston court and fined for kissing his wife on the street. The offender was Captain Kemble, of a British man-of-war. He, in reprisal, lured the magistrates to his vessel for a dinner. On its deck his authority was supreme, and there was an active application of the cat-o-nine tails on the backs of the magistrates as they scurried across the deck, to the derisive accompaniment of shouts of the captain and crew.

Williams is Still Outlawed—Preaching against the feminine styles has, in our day, become a favorite indoor sport of clergymen, but at that time it was in its infancy. Nevertheless, it had its temptations and among those who fell was Rev. John Cotton, who believed all the wisdom of the fathers "compactly stored in Calvin." He supplied the pulpit of the church at Salem, and found the women veiled as Williams had told them was a token of modesty so becoming to them. Every veil was down.

Rev. Cotton declared the Scriptural words did not apply in the matter of veils and he carried every woman "captive after the triumphant chariot of his rhetoric." The veils went up. It was "probably the most astounding visible result from a single sermon within the memory of man."

The fiery Endicott met Cotton in fierce debate and Governor Winthrop had to interfere to keep the peace.

In October, Roger Williams was banished from the State by the General Court which gave him six weeks in which to depart. John Haynes was governor of Massachusetts, a man of "large estate and larger affections; of heavenly mind and spotless life." Like Williams, he lived in a somewhat uncongenial age, but he managed to allow Williams to remain at Salem until spring.

The General Court was furnished with evidence that Williams was preaching "dyvers newe and dangerous opinions against the autthoritie of magistraites" in his own house, and Captain John Underhill was sent with a small sloop to take Williams before the Boston court, with the intention of sending him back to England. But Williams fled in the night and in four days' time visited Massasoit at Mount Hope. With him Williams had made friends while at Plymouth. Williams made an agreement with the Indians for land beyond the limits of Massachusetts. He became the founder of Rhode Island and planted Providence, a "shelter for persons distressed for conscience." His wife and two children joined him there.

In 1645, Governor Winthrop advised the General Court to recall Roger Williams but his request was tabled. While the King Philip War was raging, Massachusetts made a conditional offer of temporary

shelter, but Roger Williams did something better than that. He influenced the Narragansett Indians to stay out of Philip's War and, by his influence, prevented the red men from exterminating the white men, as was their intention. Instead, the red men were practically exterminated by the white men, and Indian troubles in New England were of minor mention after the death of Philip.

Other attempts were made in 1676 and as late as 1700 to secure a revocation of the sentence against Williams, but the General Court decided that the petitioners should be given leave to withdraw, inasmuch as Roger Williams himself was not asking to return.

The fusion of the Pilgrim and Puritan colonies took place in 1690, since which time there has been no continuous history of the Pilgrims. The Puritans were in the majority, after the union of the colonies. The laws were the same and few people have taken the trouble to learn from which group originated individual laws. This has been one reason for the popular ignorance concerning what was strictly Puritanical and what was Pilgrimistic.

A leading American Roman Catholic dignitary has said: "The Puritans had faults which spring from intellectual narrowness and religious prejudices, but when I consider their qualities I know not where to find such men today."

From the first, the Puritan colony exercised its right "to possess its soil exclusively and to keep it clear of nuisances." Some students of history claim that, under the charter, only the commercial privileges of the colony were exclusive and that "provided he respected them, a British subject had the same right to dwell in Massachusetts as in any of the other dominions of the Crown."

Henry M. Dexter, for many years editor of the "Congregationalist," at Boston, a clergyman of that denomination and a distinguished historian, claimed that the Massachusetts Puritans had as much right to do as they did in way of expulsion "as a lodge of Free Masons, going on an excursion into the Adirondack woods, would have to say distinctly that tickets will be issued to none but members of the order, their families and invited guests."

Henry Martyn Dexter was born in Plympton, Massachusetts, in 1821, and died in New Bedford, Massachusetts, in 1890. His opinion is interesting in this connection, as he was a writer and investigator in our own vicinity and a leading Congregationalist of the country.

Martyrdom of Early Feminist—Whether the Puritans had the "right" or not, they had the "power," and the fullness of religious toleration had not arrived. So, when Ann Hutchinson, wife of Edward Hutchinson, dared to oppose the iron-clad teachings of the Puritan clergy,

she was called by Rev. Thomas Welde of Roxbury, a "Jezebel"; and Rev. Cotton Mather, supposed to be the wisest of all wise men of that time, said that vipers were hatched in the virago's house. Some took his words as statements of physical facts. She taught "Enter the thought world, and climb higher than the materialist; sanctification gives justification." Such an utterance was to the Puritan "proud and pestilent, laden with blasphemous and familistical opinion."

Every minister in the Colony, with the exception of Rev. John Cotton, was arrayed against this woman so far ahead of her time. The trial was at Cambridge and was a mockery. During its progress Rev. John Cotton, whom she had ardently supported as her pastor who "worked for the Lord under a Covenant of Grace," changed front and joined her accusers. Whether the cock crew, as it had on the historic occasion when Peter denied his Lord, history does not record.

Ann Hutchinson was read out of the church in these words:

Therefore in the name of the Lord Jesus Christ, and in the name of the church, I do not only pronounce you worthy to be cast out, but I do cast you out, and in the name of Christ I do deliver you up to Satan that you may learn no more to blaspheme, to seduce, and to lie, and I do account you from this time forth to be a heathen and a Publican and so to be held of all the brethren and sisters of this congregation and of others; therefore I command you in the name of Christ Jesus and of this church as a leper to withdraw yourself out of this congregation.

And they called her blasphemous!

The words quoted are said to be those of Rev. John Wilson, the first Puritan minister in Boston, who followed each point leading to her banishment. It was this same Wilson who climbed a tree on Cambridge Common and harangued the people, influencing them to restore ex-Governor Winthrop in place of Sir Harry Vane, who was governor of the colony in 1636. Vane espoused the cause of Ann Hutchinson. He was an ardent defender of civil liberty and advocate of free thought in religion. He returned to England and twenty years later was put to death by Charles II. He was given a chance to make an apologetic recantation, but answered the profligate king's sentence: "One thousand deaths for me, ere I will stain the purity of my conscience."

Governor Winthrop said to Mrs. Hutchinson after her trial: "Mrs. Hutchinson, the sentence of the court you hear is that you are banished from out of our jurisdiction as being a women not fit for our society, and are to be imprisoned 'til the court shall send you away."

She asked him why she was banished and received the reply: "Say no more; the court knows wherefore, and is satisfied."

Rev. John Welde, brother of Rev. Thomas Welde, of Roxbury, who had called Mrs. Hutchinson a "Jezebel," became her insulting and sneering jailer. When allowed to go, she fled to Rhode Island and then into

New Netherland. New York City, on the Splitting Rock road at Pelham Manor, was where she lived and where she and all her children, save one, were murdered by the Indians.

John Wheelwright, of Braintree, was one of the "silenced" ministers who would not remain silenced. He married Ann Hutchinson's husband's sister. The General Court declared him guilty of contempt and sedition. He was "disfranchized & banished, haveing 14 dayes to settle his affaires." He became the founder of Exeter, New Hampshire.

The Puritans who had banished Mrs. Hutchinson and given her over to the devil could not understand why the Lord's lightning did not strike her. According to Mr. Richman, "But now God had at last done his full duty by his church."

When John Oldham was driven out of Plymouth, he received as a parting gift from each man of Plymouth "a thump on the brich with the butt end of his musket" and was told to "goe and mende his manners." He became a restless adventurer and in July, 1636, John Gallop says he saw a vessel crowded with Indians and drifting helplessly out to sea. According to Gallop, he boarded the vessel with one man and two boys and attacked the Indians, completely subduing them. Anyhow, Gallop returned with the rescued ship and John Oldham's corpse, and seems to have been victorious in what Avery calls "the first naval engagement on the New England coast."

In June, 1629, six vessels, one of which was the "Mayflower," brought to Salem four hundred and six persons, including a "plentiful provision of godly ministers," and several families of the Pilgrim church on their way from Leyden to Plymouth; one hundred and forty head of cattle and forty goats, together with provisions, arms, tools, and other things needed in a new colony.

A few years before this, one cow in Plymouth had thirteen quasi-owners who stood around at milking time to see that there was no encroachment.

Ralph Smith, a Separatist minister, was among the "plentiful provision of godly ministers" who arrived at Salem in June, 1629. He had gotten his goods on board "before he understood of his difference in judgment in some things from our ministers." He was required to promise that he would not exercise his ministry within the limits of the patent without the express leave of the governor. He went to Plymouth and was the first chosen into the ministry. He resigned his pastorate after five or six years. Governor Bradford recorded it, "partly of his own willingness, as thinking it too heavy a burden, and partly at the desire and by the persuasion of others."

When Captain Myles Standish crossed the Great Divide on his Duxbury farm, October 3, 1656, at the age of eighty-three or thereabouts,

he left instructions to his family regarding his burial place and it was these instructions which enabled Rev. E. J. V. Huiginn, some thirty-five years ago, to locate his probable grave, now marked by cannon and granite memorials.

The inventory of Myles Standish's effects shows that his livestock consisted of two mares, two colts, one young horse with equipments; two saddles, one pillion and one bridle; four oxen, six cows, three heifers, one calf, eight sheep, two rams, one wether, and fourteen swine.

Intolerance Rewarded by Deliverance—Rev. John Robinson, in his farewell advice to the people of his congregation as they embarked for the New World, admonished them to look for "more light to break out of the Divine Word." Later, he expressed much regret when he heard of the exploit of Captain Myles Standish and others, who slew the Indians at Weymouth, that they had not "converted some before they slew any." It seems a great pity that Rev. John Robinson did not accompany the Pilgrims. Rather they were sent into the unknown wilderness, unaccustomed to the toil in which they were obliged to engage with every ounce of their strength, surrounded by unnamable and unknown dangers and fears, without a regular minister to guide and direct their spiritual affairs, in the days when a regular minister was considered something quite apart from the regular run of humanity. As a matter of fact the Pilgrims had to defend themselves against the ministers who were among the early arrivals instead of looking to them for spiritual guidance, as in the case of Rev. John Lyford and others.

The Pilgrims may have been looking for "more light to break out of the Divine Word" but they were not ready for the light which Roger Williams glimpsed and attempted to shed abroad. Neither were they patient to investigate the possible light that might have been contained in the convictions and teachings of the Quakers, and were indirectly responsible for the harrowing fate of the Southwicks. These Quakers and others were sentenced by the men of Plymouth to leave that town before June 8, 1659. They fled to Salem—a sort of jumping out of the frying pan into the fire proceeding—as thence they were deported to the "House of Refuge" in Boston.

It remained for the Puritans to do the Pilgrims one better in ferocity and downright cruelty, as they always did. They first cast Lawrence Southwick; Cassandra, his wife; Josiah, his son; Samuel Shattuck, called "The Devil;" and Joshua Buffum, another Quaker, into the jail. Their presence became known to Rev. Charles Chauncy, the second president of Harvard College, and it inspired him with

a topic for his Thursday lecture. In that holy hour he demanded from his pulpit: "Having six wolves in a trap, shall you allow them to escape alive?"

His Puritan followers took the hint. Flogging and starvation on Deer Island ended the life of persecution for Lawrence and Cassandra Southwick, the elderly pair. Their son, Josiah, was flogged to death, although it required six hundred and fifty stripes vigorously applied by the strong right arm of the Puritan executioner. There was a season of prayer before and after, as was the custom when the birch rod was applied with great frequency and force at Harvard College and wherever the Puritans did their duty as they saw it in the service of God.

With its gentler mission of peace and good-will,
The thought of the Quaker is living still,
And the freedom of soul he prophesied
Is gospel and law where its martyrs died.

The charter under which the Puritans came and the texts in the Bible which they were so skillful in finding, gave them the right to banish anyone from the Massachusetts Bay Colony whom they wished to cast out into the wilderness to be tomahawked by the Indians, as was Ann Hutchinson. All who remained were given the right of suffrage only when they were church members, and the ministers decided who should be members. All must "go to meeting," as the phrase was. To speak of going to church might land one in the stocks, as the word "church" meant to the Puritan something established by law with royalty and the military forces behind it. Once in the meeting-house, the men and women were separated, sitting on opposite sides of the room. The boys usually occupied the pulpit stairs within easy range of the tithing man and his tipstaff.

Both Pilgrim and Puritan displayed many an Indian head upon a pole, over the meeting-house or in some other conspicuous place of authoritative location. It was the custom of the times, not anything which the Separatists had originated but they carried out a custom of the Old World.

Atrocities were not wholly done by the Indians. It was a cruel world and the Plymouth and Bay colonies were not wholly emancipated from cruelty and revenge, as anyone who reads early Colonial history is forced to admit. Those of us, sitting in slippered ease in the twentieth century and in the pride of the day of religious toleration and good will to all mankind, may think we would have acted quite contrary to the record of Governors Winthrop and Bradford and their supporters. Lest we forget and lest we express a pride not

wholly earned, it may be well to recall some happenings under the slogan "Remember the Maine," and in the struggle "to make the world safe for democracy."

There was a united supplication to the Throne of Grace and an expression of thanks to the Almighty for the death of King Philip and, at the same time, pastors of all the churches and their congregations united in advocating the following heartless death condemnation of innocent Indian children:

The children of notorious traitors, rebels and murderers, and such as have been the principal leaders and actors in such horrid villanies, and that against a whole nation, *may salva republica*, be adjudged to death.

There were a few exceptions among the clergy, most notable being Rev. James Keith of Bridgewater. More about his attitude and how the Bible was quoted both for and against executions of women and children, is told elsewhere in this history.

The customs of centuries are not altered in a day by either white or red men. Suffering and excitement cause the human animal to revert to type.

Captain Thomas Savage was a Puritan who had sympathized with Ann Hutchinson and for that indiscretion was humiliatingly disarmed, but when the King Philip War was imminent, he was re-armed to assist in saving his fellow white men. Roger Williams was banished from Massachusetts, but he was pleaded with by those who banished him to use his influence to prevent the Narragansett Indians from joining in King Philip's War. Williams was the only one who could have done it, and Williams did it. Risking his life in a frail canoe during a storm on Narragansett Bay, he risked his life continually while, for three days and nights, he combatted the chiefs, who have been portrayed as yelling remonstrance against his plan of peace. Vengeance to them seemed a duty to the Great Spirit.

Williams won and saved the lives and homes of many Puritans, possibly saved the extermination of every white man, but the Puritans still called him a heretic, a dangerous influence, and refused to rescind the order banishing him from his lifelong friends. They were, however, magnanimous enough to offer him temporary shelter in Massachusetts while the war raged but only as a temporary matter.

However humiliating it may have been to the Puritans, they accepted the assistance of Captain Savage, Rev. Roger Williams, and others upon whom they had vented their displeasure, and it was well they did. Captain Savage, in one skirmish, killed fifteen Indians. He was a brave, determined, resourceful leader and fighter in the cause.

A monument marks his resting place in the King's Chapel Burying Ground in Boston.

Many chickens come home to roost and much water passes under the bridges as time goes on. Pastor Welde called Ann Hutchinson a "Jezebel," but their descendants intermarried.

There is a monument in Boston today in honor of Ann Hutchinson, and those who look upon it can learn lessons against religious bigotry.

In addition to the Savage family, there were others who sympathized with Ann Hutchinson and, on account of this sympathy, were driven into the wilderness. Among such martyrs was one named Gridley who had three sons. Evidently their names were inspired by his experiences, as they were named "Repent," "Believe," and "Tremble." Gridley had been arrested and adjudged guilty of heresy and was disarmed and banished. It seems strange that "Repent," "Believe" and "Tremble" should be offsprings of so-called heresy or of the stern stuff of which such as Gridley was made, as one was usually given a chance to recant and save himself from punishment, and Gridley did not avail himself of any such opportunity. He evidently was steadfast in principle, as was Sir Henry Vane and many others.

The Boston police records of 1659 tell of some of these popular banishments of "heretics" as follows:

"Peter Pearson, Judith Brown and George Wilson for religious reasons were whipped thro the town to the Wilderness, tied to a carttail, the executioner having prepared a cruel instrument wherewith to tear their flesh."

This was two years earlier:

"Christopher Holden and John Copeland, Quakers, were whipped through town with knotted cords with all the strength the hangman could command. The prisoners were gagged with a stick in the mouth to prevent their outcries."

A little over two hundred years ago, in 1725, "A lad aged seventeen years, for a minor offense was sentenced to be whipped 39 stripes at the Cart tail, 13 at the gallows, 13 at the head of Summer street, 13 below the Townhouse and be committed to Bridewell six months."

Benjamin Franklin wrote: "O, that men would cease being wolves to each other and that human beings would at length learn what they now improperly call humanity." So say we, all of us.

The Pilgrims and Puritans got along surprisingly well together, inasmuch as the differences between them were regarded as seriously as they were. There was a dispute in boundary line between the Plymouth and Bay colonies in 1639. Governors Bradford and Winslow represented the Pilgrims, and Endicott and Stoughton the Puritans. As the line was recorded at that time:

That all ye marshes at Conahasett yt lye of ye one side of ye river next to Hingham shall belong to ye jurisdiction of Massachusetts Plantation and all ye marshes yt lye ye other side of ye river next to Sityate shall be to ye jurisdiction of New Plimoth excepting 60 acres of marsh at ye mouth of ye river on Sityate next to the sea.

There came a time when people from the Bay colony began to overflow into the Plymouth colony to a remarkable extent. James Cudworth, the magistrate of Scituate, wrote: "Plymouth saddle is on the Bay horse; our civil powers are so exercised in matters of religion and conscience that we have no time to effect anything that tends to the promotion of the civil weal; but must have a state religion and a state ministry and a state way of maintenance."

CHAPTER XLVIII

PILGRIMS' GOOD WILL VISIT TO SQUANTUM

Obbatinewat Readily Acknowledged His Allegiance to King James—Rev. John Eliot Established Village of "Praying Indians" and Taught Them Arts of Peace—Deeds Given by Indians Sometimes Recalled and Demands Made for Second Payments—King Philip Wanted Shirt to Wear to Plymouth Court—Exchanging a Biscuit for a Bass As a Means of Getting Acquainted—Events Which Culminated in Indian War—Unworthy Weston Colonists and Escapades of Thomas Morton—Landing of Governor Endicott With a New Patent.

The first authentic record of the landing of Englishmen in Norfolk County brings the reader back to Squanto, the friend of the Pilgrims at Plymouth who taught them how to plant their corn and beans with a dead fish placed in the ground with the seed for fertilization, their interpreter in their dealings with Massasoit and their watchful and faithful guide. It was Squanto or Tisquantum who led Captain Myles Standish and other men of Plymouth to the promontory in Quincy, now called Squantum in his honor. This was in 1621, the year following the landing of the Pilgrims on Plymouth Rock. Some years ago the Daughters of the American Revolution placed a cairn there commemorating the landing of the Pilgrim exploring party, with an appropriate inscription on a copper tablet. The cairn is fashioned of field stones taken from the vicinity.

William Bradford, the Pilgrim historian, tells the story of that trip up the Massachusetts coast piloted by Squanto, in the following language:

It seemed good to the company in general, that, though the Massachusetts (a tribe of Indians) had often threatened us (as we were informed), yet we should go amongst them, partly to see the country, partly to make peace with them, and partly to procure their truck. For these ends the governours chose ten men, fit for the purpose, and sent Tisquantum, and two other savages, to bring us to speech with the people, and interpret for us.

(On the 18th of September, 1621, being Tuesday,) we set out about midnight, the tide then serving for us. We, supposing it to be nearer than it is, thought to be there the next morning betimes; but it proved well near twenty leagues from New Plymouth. We came into the bottom of the bay, but being late, we anchored and lay in the shallop, not having seen any of the people. The next morning we put in for the shore. There we found many lobsters that had been gathered together by the savages, which we made ready under a cliff (Copp's Hill in Bos-

ton). The captain sent two sentinels behind the cliff to the landward to secure the shallop and taking a guide with him and four of our company, went to see the inhabitants, when they met a woman coming for her lobsters. They told her of them and contented her for them. She told them where the people were. Tisquantum went to them. The rest returned, having direction which way to bring the shallop to them.

The sachem or governor of this place is called Obbatinewat and though he lived in the bottom of the Massachusetts Bay yet he is under Massasoit. He used us very kindly. He told us he durst not remain in any settled place for fear of the Tarentines, also the squaw sachem or Massachusetts queen was an enemy to him. We told him of divers sachems that had acknowledged themselves to be King James, his men, and if he also would submit himself we would be his safeguard from his enemies; which he did, and went along with us to bring us to the squaw sachem.

Again we crossed the bay, which is very large and hath at least fifty islands in it, but the certain number is not known to the inhabitants. Night it was before we came to that side of the bay which this people were,—that night also we rid at anchor aboard the shallop. On the morrow we went ashore all but two men and marched in arms up the country. Having gone three miles we came to a place where corn had been newly gathered, a house pulled down, and the people gone. A mile from hence, Nanepashemet, their king, in his lifetime, had lived. His house was not like others, but a scaffold was largely built with poles and planks some six foot from ground and the house upon that, being situated on the top of a hill.

Not far from hence in a bottom we came to a fort built by their deceased king, the manner thus: there were poles, some thirty or forty feet long, stuck in the ground as thick as they could be set, one by another, and with these they enclosed a ring some forty or fifty feet over. A trench breast high was digged on each side; one way there was to go into it was a bridge. In the midst of this palisado stood the frame of an house wherein being dead, he lay buried.

About a mile from hence we came to such another, but seated on the top of an hill; here Nanepashemet was killed, none dwelling in it since the time of his death. At this place we staid, and sent two savages to look the inhabitants, and to inform them of our ends in coming, that they might not be fearful of us. Within a mile of this place they found the women of the place together, with their corn on heaps, whither we supposed them to be fled for fear of us, and the more, because in divers places they had newly pulled down their houses, and for haste in one place had left some of their corn, covered with a mat, and nobody with it.

With much fear they entertained us at first, but seeing our gentle carriage towards them, they took heart and entertained us in the best manner they could, boiling cod and such other things as they had for us. At length, with much sending for, came one of their men, shaking and trembling for fear. But when he saw that we intended them no hurt, but came to truck, he promised us with his skins also. Of him we inquired for their queen; but it seemed she was far from thence; at least we could not see her. Here Tisquantum would have had us rifle the savage women, and taken their skins, and all such things as might be serviceable for us; for (said he) they are a bad people, and have oft threatened you. But our answer was, were they ever so bad, we would not wrong them, or give them any just occasion against us; for their words, we little weighed them, but if they once attempted anything against us, then we would deal far worse than he desired. Having well spent the day, we returned to the shallop, almost all the

women accompanying us to the shore. We promised them to come again to them, and they us to keep their skins.

Within this bay, the savages say there are two rivers; the one whereof we saw, having a fair entrance, but we had no time to discover it. Better harbours for shipping cannot be than here are. At the entrance of the bay are many rocks; and in all likelihood good fishing ground. Many, yea, most of the islands have been inhabited, some being cleared from end to end, but the people are all dead or removed. Our victual growing scarce, the wind coming fair, and having a light moon, we set out at evening, and through the goodness of God, same safely home before noon the day following, with a considerable quantity of beaver, and a good report of the place, wishing we had been seated there.

Early Mingling of the Whites and Reds—The beginnings of the Massachusetts Bay Colony as well as the Plymouth Colony had much to do with the attitude of the Indians and the associations which the colonists had with them. Although the number of aborigines was much smaller than it had been previous to 1617 they far outnumbered the white settlers from the landing of the Pilgrims and Puritians till they were killed or driven away in or just after the King Philip War. Numerous tribes with their sagamores and sachems occupied the territory round about. They were inquisitive, not unfriendly, a danger and a protection to the white settlers according to their disposition. It was not easy for the English to know what their disposition was at any time and, even if the colonists felt fairly sure of their friendly intentions one day, they were not sure what changes might come over the nature of their convictions the next day or some day to follow.

An early attempt was made to civilize and even Christianize them. This attempt occasioned the hatred of the pow wows of the tribes who feared to lose their power over the numerous braves.

The Indian story as applied to Norfolk County is much the same as the Indian story as applied to the other counties included in this history. There had been occurrences before the Puritans landed at Weymouth or Salem which gave the Indians good cause for suspicion of the white men even as there had been caused before the Pilgrims landed at Provincetown and Plymouth which made the Indians suspicious of the early Plymouth colonists.

In both colonies the white settlers would have perished had it not been for the Indians who shared with them a meagre store of foodstuffs.

Massasoit was a friend of the Pilgrims and peaceful relations continued between white men and red men as long as he lived. Chicataubut maintained peaceful relations with the Massachusetts Bay colonists until his death from smallpox. Both sachems had provocations for attacking the colonists and wiping them out of existence, but they withheld their power and fury. The white men desecrated the graves of the Indians with impunity.

Chicataubut decorated the grave of his mother with furs and these were stolen by the white men. He wrote a diplomatic letter, showing his grief rather than anger, but did not attempt to wreak vengeance upon the race which had despoiled ground sacred to the sachem. The same sort of desecration had occurred in the Plymouth Colony and the aborigines had viewed the desecration as an act of foreigners who evidently did not hold the dust of their honored dead in the same veneration as did the Indians.

There were of course occurrences on each side which aroused the anger of the other, but many people have not considered sufficiently the feeling of the children of the forest regarding the resting places of their honored dead. They were more prone to forgive an unfriendly act toward the living than a dishonorable attitude toward the dead. There were times when the white settlers were helpful to the Indians but, in the line of give and take, the Indians had nothing permanent to gain but everything to lose by the growth in numbers and power of the white people. It became apparent to King Philip that one race or the other would disappear and he attempted to exterminate the menace to his kingdom and people. It might easily have been accomplished in the days of his father, Massasoit. By the time Philip sat upon the throne of the Wampanoags the white colonists had increased in numbers and in war material sufficient to protect themselves, unless the Narragansetts could be induced to join Philip in his war. Roger Williams, who had been banished by Puritans and Pilgrims alike, was, perhaps, the individual who saved both colonies by influencing the Narragansetts to remain neutral or, at least, not join in Philip's War.

It will be recalled that when Captain Myles Standish achieved what has been called his "capital exploit" in suddenly turning upon unarmed Indians at Weymouth, killing six of them, and taking the head of one of the chiefs to display on the fort at Plymouth, Rev. John Robinson said: "It would have been better if they had converted some before they had killed any."

Shortly afterward there arrived Rev. John Eliot. He preached to the Indians, taught them, civilized many of them and translated the Bible into their language. Concerning this apostle to the Indians, Hon. Robert C. Winthrop said: "No more marvelous monument of literary work in the service of either God or man can be found upon earth than that Indian Bible of the noble John Eliot." For many years after the last Indians had disappeared from this vicinity, aged remnants of the tribes who were driven to the Far West following the King Philip War, returned to visit the graves of their fathers."

Captain John Smith in 1614 voyaged along the New England coast and traded with the Indians whom he described as a "goodly strong and

well proportioned people . . . very kind, but in their fury no less valiant; for upon a quarrel which we had with one of them, he only with three others crossed the harbor of Cohasset to certain rocks whereby we must pass, and there let fly their arrows for our shot til we were out of danger."

When Captain John Smith visited the territory of Norfolk County the tribe of the Massachusetts Indians was presumably at the height of its glory and strength of numbers. The great pestilence of 1616 and 1617 left behind only a remnant of the once powerful tribe. Thomas Morton first visited Quincy in 1622 and, writing of the scenes which he encountered, said: "The bones and skulls upon the several places of their habitations made such a spectacle after my coming into those parts, that as I travelled in that forest near the Massachusetts, it seemed to me a new found Golgotha."

Although this Thomas Morton found evidences of the results of the smallpox or some other scourge, he mingled with the Indians who had escaped and his dealing with them greatly alarmed the men of Plymouth. He furnished the Indians "fire water" and weapons, a dangerous combination, and set them an example in reckless living which might easily have caused an extermination of the white men. For his indiscretions, he was seized and sent back to England. He returned, was deported a second time; again returned and was finally driven away from the vicinity. He died in York, Maine, in 1643.

Notable Work of the Apostle to the Indians—It was in Norfolk County and vicinity, or in the territory now having that county designation largely, that the notable work for the conversion of the Indians was undertaken with much success by John Eliot, the minister at Roxbury, in 1646. His first instruction was at Nonantum, a part of the present city of Newton. Eliot proposed that the Indians be collected into one village ten miles west of the village of Dedham, on the Charles River. The town of Dedham assented to the proposition, when it was proposed to the General Court. Two thousand acres of land were granted by the General Court for an Indian reservation and a town was built, with three principal streets. The dwellings were constructed of poles set in the ground and covered with peeled bark, with few variations where some of the converted Indians attempted to imitate the houses of the white men. There was a large building used as a meeting-house and school-house and with an upper room in which the Indians were allowed to store their stock of skins.

House lots were assigned to Indian families and they were supplied with implements and instructed in the art of agriculture. A form of government was set up, in which some of the less important offices were

held by Indians and the leading offices by colonists. These Indians were called Naticks, as the village was in the town of that name. The grant of land by the General Court was in 1651, and by 1670 there were two teachers and from forty to fifty "praying Indians."

The two thousand acres of land in the Indian town had belonged to early settlers of Dedham, and they were recompensed by the General Court for the land by being allowed to take up eight thousand acres in the town of Deerfield. The Indian name for the locality was Pacomtuck. The land was purchased from the Indians. Three deeds, transferring the property, are now in possession of the town of Deerfield. They were procured from the Indians by Captain John Pyncheon of Springfield. It was not convenient for a part of the territory of Dedham to be located so far away and the Dedham proprietors disposed of their holdings to a group of men who became the proprietors of Pacomtuck and inhabited the territory. A church was provided, with an orthodox minister, and the settlement later incorporated as the town of Deerfield, May 24, 1682.

Philip's Land Sale on a Shirt—Numerous deeds were obtained by the white settlers from the Indians and some of them are still in existence, a part of the documentary evidence of early days preserved by various towns in the county. Some of the deeds show that the white settlers paid for the same territory more than once. This was in accordance with a policy advised by the Council for New England, to make purchases where the Indians claimed rights of inheritance. Usually the price paid was small and the colonists could much better afford to pay twice for the same thing than to have trouble with Indians over trifles. A time was coming when there would be plenty of trouble, but this was unknown to either white settlers or aborigines, at the time the land purchasing was in vogue.

The territory west of the Neponset River, with the Charles River as a northern boundary line, was claimed by Chicatabut, sachem of the Neponsets. The land he claimed joined, on the south, land claimed by Metacomet, or King Philip as he was generally known to the white settlers. He was sachem of the Pokenokets or the Wampanoags. His father, Massasoit, was the sachem with whom the Pilgrim Fathers entered into peaceful relations a few months after the landing of the Pilgrims at Plymouth. Massasoit kept his peace terms faithfully until his death and was succeeded by his son, Alexander, or Wamsetta. The latter died shortly after succeeding his illustrious father, having had some unpleasantness with the Plymouth Court. Dr. Samuel Fuller, the Pilgrim physician, administered a dose of medicine to Alexander, and his death shortly after was seized upon by Philip as a pretext for war. He claimed that the white men had poisoned the sachem of the Wampan-

oags. Whether his belief was sincere or used merely as a pretext to arouse the Indians to action is a matter of conjecture. Wars have been started in more recent years from false pretexts. Possibly King Philip employed the same method to suit his purpose. Had he been successful in winning all the Indians to his force history would have had a different record.

It was this same King Philip who sent a letter in 1669 to two of the principal men of Dedham, characteristic of his attitude and that of some other sachems on the conveyance question. Philip had been paid through Captain Willet, for his right and title, if any he had, to the lands at Wollomonopoag, where the town of Wrentham is now located, receiving in legal money twenty-four pounds and ten shillings. But he claimed that a tract within the limits of this grant was not included in the purchase and he was in need of a shirt in which to appear before the Plymouth Court. Hence the following communication:

Philip, Sachem to Major Lusher and Lieutenant Fisher:

Gentlemen,—Sirs, thes are to desire you to send me a holland Shirt by this Indian, the whitch att present I much want, and in consideration whereof I shall and will assuredly satisfie you to content between this and the next Michelmas, for then I intend to meet with you at Wollomonuppouge, that we may treat about a tract of land of four or five miles square, which I hereby promise and engage that you shall have ye refusall of, and I make no doubt but that we shall agree about said tract of land, which I shall sell you for ye use of your town of Dedham. I pray fail not to send me a good holland shirt by the bearer hereof, for I intend next week to be at plimoth Court, and I want a good shirt to goe in. I shall not further trouble you at present, but subscribe myself your friend,

Philip Sachem's P Mark

Mount Hop, ye 25 May, 1669.

Whether it was Philip's social secretary who felt his need of more ornate raiment in which his chief should appear before the men of Plymouth, his secretary of war who was seeking a pretext for hostilities, or his adviser in high finance who found a loophole in previous agreements by which he could capitalize a technicality, it was very evident that the untutored sachem did not employ the language of the document without considerable assistance. Nevertheless there is a record that on "the 8th of the 9th mo., 1669, upon notice from Philip Sagamore yt he is now at Wollomonopouge and offers a treaty about sale of his rights in ye lands yr within the town bounds not yete purchased, A committee was appointed, viz.: Timothy Dwight, Anthony Fisher, Robert Ware, Richard Ellice, and John Thurston, to repayre to Wollomonopogue on the morrow, and treat with the said Philip in order to a contract with him to clear all his remaining rights within the town bounds, provided he makes his right appear, and to secure our town from all other claims of all other Indians in the land contracted for."

It appears from other records that a contract was made, November 15, 1669, to pay Philip "for his right lately purchased." It also appears that "tradition informs us that Philip, in his second treaty, showed the northern boundaries of his kingdom, being the southern boundary of the Sachemdom of Chickotabot, in Walpole; and that the shape of the land was somewhat like that of a new moon, enclosing a part of the first grant within its horns."

It appears that even the savages were capable of seeing opportunities for capitalizing litigation for their purposes, even if there were no Indian name for that means of livelihood "in the good old days."

Demands from Heirs of Chicataubut — There was another sachem, Magus, who claimed the territory including Natick where John Eliot had his "Praying Indians" villages, Needham and Dedham Island. This claim of John Magus and his wife was released in 1680, upon the payment of five pounds in money. In 1685 there was another claim settled by payment to Ponkapoag Indians named William Nahaton, Peter Nattoogus and Benjamin Nahaton. In that same year Josias, the grandson of Chicataubut, gave a confirmatory title to the tract of land on which the town of Dedham was built.

Chicataubut is supposed to have given permission to the early settlers of Hingham to locate there. His sons, Wampatuck, Squmuck and Ahahden, deeded the tract of land which comprises Hingham and Cohasset to Captain Joshua Hubbard and Ensign John Thaxter, for the inhabitants, in 1665.

It seems probable that Chicataubut dwelt at the cove in Squantum, a part of the city of Quincy, although here is a small hummock between Atlantic and Wollaston which is sometimes pointed out as the site of his dwelling and some histories mention that location without qualification. Henry W. Haynes, archaeologist, made an examination of the location and said it was improbable that any Indian dwelling had been there, as there was an absence of fresh water and no traces of Indian occupation. A very large shell heap, numerous Indian implements and other indications of Indian occupation caused him to locate the headquarters of the sachem of the Neponsets at Squantum Cove. Before that, at the time of the pestilence which swept out of existence so many Indians, it is believed Chicataubut dwelt at Mount Wollaston, and that vicinity was wholly depopulated by the sickness of 1616 and 1617.

The town of Medfield was included in one of the many purchases from Chicataubut about 1632. So were several other towns, where the southern boundary of the land purchased for the white settlers by William Pyncheon was very indefinite and led to disputes. In 1635, the colonial government attempted once for all to settle the matter but no one

could be found who was present at the purchase or had authentic evidence to produce. Many of the Indians had died from smallpox in 1633, and Chicataubut was among them. The Pyncheon purchase included Roxbury, Dedham and seven or eight other towns of Norfolk County. Medfield was, for fifteen years, a part of Dedham which, when incorporated in 1636, included "all the lands on the easterly and southerly side of Charles River not formerly granted to any towne or particular person."

Considerable territory was purchased from William Nehoiden, an Indian who claimed rights of inheritance. The towns of Wellesley and Needham are built on some of the Nehoiden land, purchased for ten pounds of lawful English money, fifty acres of land and a quantity of Indian corn representing in value forty shillings.

The first white settler in Medway was George Fairbanks who built a house for his occupancy there in 1657. The first white child was Jonathan Fairbanks, born to George Fairbanks and his wife, as their sixth child, May 1, 1662. Jonathan Fairbanks became a physician and was drowned in pursuing his professional duties. He had visited a patient in Medfield and was returning on foot, crossing the ice on Boggastow Pond, the night of December 18, 1719, when the ice gave way. George Fairbanks had met death by drowning in 1682.

There is in existence at the Suffolk Registry of Deeds a copy of a deed signed by Wampatuck, alias Josias Webecowett, Nateaunt and Nahowton, sachems, extinguishing an Indian claim to the land now occupied by the town of Weymouth, scene of the first settlement in Norfolk County.

What became of the original deed is not known. It was dated April 26, 1642.

Records show that in Walpole, for half a century after settlement, descendants of former Indian proprietors presented claims in the land and these claims were met with a purchase price and deeds were passed, which are still preserved.

The colonial government granted to the town of Dorchester in 1636 the land on which the town of Milton now stands. It was about twenty-five years later that the town of Milton became a separate establishment. During that time and for some years afterward Indian titles were sought and purchased.

In October, 1636, Cutshamoquin, a Neponset sagamore, gave a deed of the land south of Neponset to the Blue Hills, to Richard Collicot, a man of great prominence, possibly the first settler of the locality and held in great respect by the Indians as well as the early white settlers. He appears prominently in the records of achievements in the history of early Dorchester for some fifty years, until his death in Boston in 1686.

Arrival of "Mary and John"—The Indians in the Dorchester section were friendly in their relations with early colonists, until the time of King Philip's War. There were a few neighborhood quarrels, showing that such misunderstandings were not wholly reserved for white people, but, on the whole, peaceful relations were maintained. The first settlers had arrived on the ship "Mary and John" and were put ashore May 30, 1630, at Nantasket Point. Taking a boat up the Charles River and making a landing, they found themselves in the vicinity of about three hundred Indians. Some of the chief men of the tribe stood at a distance and looked over the new comers, and held up a large bass. The Englishmen sent one of their number with a biscuit to exchange for the bass, and such exchanges became frequent. As had been the case in the Plymouth Colony, the Indians were the means of keeping the white settlers alive for a time.

There is in existence a deed, given in 1685, over fifty years after the settlement of the territory now occupied by the town of Brookline, confirming a deed of release from Chicataubut. This confirmatory deed was signed by four Indians, the principal one being "Charles Josias, alias Josias Wampatuck, sone and Heirs of Josias Wampatuck, late Sachem of the Indians Inhabiting the Massachusetts in New England, and Grandson of Chickataubut, the former Sachem." The language quoted is from the beginning of the deed. The other signers are mentioned as "William Hahaton, Robert Momentauge and Ahawton, Senior, my Counselors."

The town of Milton became incorporated in 1662 and comprised practically the territory described in Blake's "Annals of Dorchester" as follows:

"This Year ye Gen. Court made a Grant to Dorchester of ye old part of ye Township, as far as ye great Blew-hill: and ye town took a Deed of Kitchamakin Sachem of ye Massachusetts for ye same." The year referred to was 1636.

In all the references to names of localities, Indians, or whatever proper names appear the various authorities consulted show such wide variance as to spelling, that it has been the policy in writing this history to use spelling as given by the particular authority from whom the individual fact was obtained. The spelling employed at the present day would not suffice and, if that rule were used, in most instances the spelling would not agree with that of any of the early writers.

War of Extermination Precipitated—It was not a matter of sharp practice in dealing with the Indians and purchasing land from them for trifles that led to King Philip's War. To be paid for the same land more than once was more or less of an easy way of getting wampum and the

Indians did not object to giving deeds, concerning which they had little understanding. There were other occurrences which led to a conviction on the part of Philip that the white men were becoming powerful enough to do with the Indians as they liked.

According to George Bancroft, in his "History of the United States:" "There exists no evidence of a deliberate conspiracy on the part of all the tribes. The commencement of the war was accidental; many of the Indians were in a maze, not knowing what to do and disposed to stand for the English; sure proof of no ripened conspiracy."

Some historians have expressed the belief that the murder of John Sassamon and the finding of his body under the ice of Lake Assawampsett precipitated the war before Philip's plans were complete. Increase Mather says Sassamon was a Ponkapoag Indian, and Gookin calls him the first martyr of the Christian Indians. According to Mather he was born in Dorchester and became acquainted with John Eliot, the Indian apostle, accepted the religious teachings of Eliot and was baptised by him. He became an influential preacher to the Indians, under Eliot's instruction, and assisted the latter in translating the Bible into the Indian language. He was a student at Harvard College and had been a teacher of the "Praying Indians" at Natick. He served with the English in the Pequot War in 1637.

Philip was desirous of having an instructor in English in 1664. John Eliot sent his son to fill the assignment but later sent Sassamon. Munroe calls him "Philip's secretary." If he held that position he may have written some of the letters quoted in these volumes signed by King Philip, showing a command of the English language which Philip surely never possessed. Later he was settled over the Indian church at Nemasket, now Middleboro, and owned twenty-seven acres of land at Assawampsett. King Philip gave to Sassamon's daughter Betty fifty-eight and one-half acres of land and the locality is known as Squawbetty to this day.

Sassamon knew of the plans of Philip and revealed them to the men of Plymouth, informing them of what it would mean to him if Philip should learn that he had given the warning. A few days later his body was found under the ice at Lake Assawampsett.

The murder of Sassamon was witnessed by an Indian from King Philip's Lookout. He named as the murderers Tobias and his son and Mattashinnay, the counsellor to Philip. Tobias' son confessed, after all three had been found guilty by a jury consisting of twelve white men and five Indians, but said the fatal blows were struck by the other two. The two were executed at Plymouth in June, 1675. Philip was enraged at the execution of the two Indians and began his war to exterminate the whites.

Considerable is told of the war in the Plymouth County division of this history, as it was in that county that the terrible struggle had its beginning. The war lasted two years, during which thirteen towns were destroyed, many others attacked, about 600 whites killed in battle and many others brought to death through massacre or starvation. It ended the power of the Indians in this section of the country.

Of the towns in Norfolk County, Dedham is one of the oldest, having been incorporated in 1636. Dorchester and Roxbury were incorporated in 1630 but they were later annexed to Boston and are in Suffolk County.

The old town of Dedham had been laid out with regard to the dangers from Indians killing the human beings and wolves killing the cattle, and a watch house on the third story of the school building was regarded as one of the safeguards in time of trouble. The town was built in a compact manner. The surrounding territory was level and, for the most part cleared, and the Charles River was situated so that it was a means of defence against Indian assaults or dangers of fire. There was, therefore, a sense of security when, in September, 1673, orders were received by the selectmen to place the town in a war-time attitude. Orders were from the General Court, and had reference to that uprising known as King Philip's War, in which Dedham had a share but from which it suffered much less than Medfield and many other places.

One of the first outrages in that war and one of the killings which led to its close took place in Dedham. The town was aroused when it was known that a white man had been found in the woods, shot through the body, evidently by an Indian. This was one of the first murders of that kind which later became common as the Indian war progressed.

When the war was coming to a close, Pomham, sachem of Shaomet (now Warwick, Rhode Island), was one of most dreaded of the Indian warriors, an ally of Philip. Eighteen days before the death of Philip, a party of Dedham and Medfield colonists had a battle with warriors under command of Pomham and fifty of the Indians were captured. But Pomham "refusing to be taken alive, was slain, raging like a wild beast," as was the case with King Philip. The death of Pomham was on July 25, 1676.

It was ninety-eight years later, in 1774, that the last Indian couple left Dedham. Alexander Quabish and his wife, Sarah, were the couple. Sarah died at the house of Joseph Wight and her body was interred in the old Indian burial place, at the foot of Wigwam Hill. Alexander, her husband, moved to Natick or Needham and died in 1776.

Trouble Caused by Weston and Morton—It is interesting in this connection to speak of other occurrences which led up to Philip's War and the end of the Indians' power in Massachusetts to massacre the white

people. Some of the experiences date back before the coming of Governor Endicott and the Puritans and include a part performed by the Pilgrims in defence of the earliest colony in the vicinity of Nantasket.

The oldest town in Norfolk County and the second oldest in Massachusetts, speaking in terms of white men, is Weymouth, the Indian name of which was Wessagussett. A group of about threescore able-bodied men landed from the "Charity" and "Swan," two small vessels chartered by Thomas Weston, a London merchant, in August, 1622, with the intention of founding a colony as a means of easy living, filled with adventure but without hard work. Their inclinations and expectations were somewhat like those who attempted to found the colony at Virginia, but the Weston adventurers lacked a man like Captain John Smith to make a definite rule that those who did not work should not eat and enforce the edict. It was not long before the Wessagussett colonists were at the point of starvation, and attempted to wrest a living not from the soil, but from the Indians.

The settlement was about twenty-five miles north from Plymouth, where the Pilgrims were nearly at the point of starvation themselves, but the men of Wessagussett applied to the men of Plymouth for food and protection against the Indians. Captain Myles Standish and a file of men marched to Wessagussett, killed six Indians and established order.

The Indians were thrown into consternation by the act of the Pilgrims. Many of them took refuge in the swamps, contracted diseases and died rather than come within the range of the guns of the white men. This act changed the attitude of the Indians, placed the Pilgrims and later colonists on the defensive and was, perhaps, occasioned by a call for assistance from an unworthy group of unprincipled adventurers.

Early in the summer of 1623 the Weston Colony had disappeared from the face of the earth. Ten had died of famine, two had been killed and another wounded in encounters with the Indians, three others had been tortured by the savages in revenge for the massacre by the Pilgrims, and others were missing. One of them had been hanged by his associates as a notorious thief.

The Weston Colony had hardly disappeared before another company landed, the leader being Captain Robert Gorges, son of Sir Fernando Gorges. One of the number was Rev. William Morrell, a clergyman of the Church of England, destined to become a bishop, if the enterprise should prove successful in establishing Episcopacy. He remained some over a year and returned to England. Captain Gorges despaired of founding a settlement sufficient for his ambitions as governor-general, and returned to England accompanied by several of his party. Others

joined the Virginia colonists and a few the Plymouth colonists. A few more determined associates held the fort till the arrival of additional colonists.

The additional settlers were from Weymouth, England, among them a non-conformist minister, Rev. Mr. Barnard, who remained with the colony until his death.

Thomas Morton was the first settler in Quincy and is supposed to have had some connection with the Weston colonists. He passed the summer of 1622 at Wessagussett and returned to England in September. This vicinity was at that time a paradise for a sportsman and Morton was of the type to appreciate sporting life of every description. He was something of a poet, as witness his language in describing the locality:

And when I had more seriously considered the beauty of the place, with all her fair endowments, I do not think that in all the known world it could be paralleled; for so many goodly groves of trees, dainty, fine, round rising hillocks, delicate, fair, large plains, sweet crystal fountains, and clear running streams, that twine in fine meanders through the meades, making so sweet a murmuring noise to hear as would even lull the senses with delight sleep; so pleasantly do they glide upon the pebble stones, jetting most jocundly where they do meet, and, hand in hand, run down to Neptune's Court, to pay the yearly tribute which they owe to him as sovereign Lord of all the springs. Contained within the volume of the land (are) fowls in abundance, fish in multitudes, and (I discovered) besides, millions of turtle-doves on the green boughs, which sat pecking at the full, ripe, pleasant grapes that were supported by the lusty trees, whose fruitful load did cause the arms to bend; while, here and there dispersed, you might see (also) lilies of the Daphnean tree, which made the land to me seem Paradise; for in mine eyes 'twas nature's masterpiece,—her chiefest magazine of all, where lives her store. If this land be not rich, then is the whole world poor!

Morton sailed into Boston Harbor in June, 1625, a member of a company of adventurers, chief among whom was Captain Wollaston. A trading post was established. This was not at the same location the Weston adventurers had chosen and where they had set up a stockade and some buildings. This property had been taken over by the remnant of the Gorges colony and so Captain Wollaston located their trading post at Passonagessit, according to the Indian name. It has ever since been called Mount Wollaston. Captain Wollaston later moved on to Virginia and there sold servants which he had brought with him as slaves. Evidently he intended to dispose of the colonists in this way. At least Morton led the other servants to believe such was the intention and they assisted him to become the head of the colony, thrusting out the representative which Captain Wollaston had left as the nominal head, one Fitcher. The latter made his way to Plymouth for refuge.

Thomas Morton was a sportsman, a lover of nature. He loved the sunshine and he was also a great lover of the "moonshine" of his day.

This he shared with the Indians and, with them, he was decidedly popular, free and easy. He set up a May pole, the first in New England, and around it Morton and his fellow colonists and the savages joined. According to his own story, "There was likewise a mery song made, which was sung by a chorus, every man bearing his part, which they performed in a dance, hand in hand about the maypole, while one of the company sang and filled out the good liquor, like Ganymede and Jupiter."

The roysterers called the place of their revels "Merrie-Mounte" and it has been so-called ever since. The home of Mrs. John Quincy Adams was in recent years erected on the site.

Morton had method in his madness. He established a veritable fair to which the Indians came to join in revels and exchange furs for something which they were unable to secure elsewhere and from no one else—fire arms and fire water. These things in the hands of the Indians spelt massacre of the whites sooner or later, whenever there should be another misunderstanding. Two letters of protest were sent from Plymouth to Morton and his replies were unsatisfactory. In June, 1628, Captain Myles Standish and eight of the Plymouth army seized Morton at Merri-Mounte, and sent him to the Isle of Shoals, where he was put on a vessel bound for England. He returned twice, the last time in 1634, when he was driven out for good.

Three months after the elimination of Thomas Morton, Governor Endicott landed at Salem, armed with a new patent from the Council of New England, dated March 19, 1628. He represented the company of the Massachusetts Bay.

Society for Puritan Colonization—The patentees, in looking for good men to lead the action, had "lighted at last on Master Endecott, a man well-known to divers persons of good note." He, with his wife and about forty more, came over on the "Abigail" and arrived September 6, 1628. At Salem they found Roger Conant and others, who had strayed from the Pilgrim fold and become mixed in the affairs of the unsuccessful "Dorchester Adventurers." They had taken charge of the cattle sent over the year before. George Bancroft calls them "the sentinels of Puritanism on the Bay of Massachusetts."

The Massachusetts Company had been formed by Rev. John White, at Dorchester, one hundred and fifty miles southwest of London, England. He was a conforming Puritan and the rector of an English church, and his purpose was really to do the same thing, on a large scale and with a generous capital, which the handful of Leyden adventurers had tried to do on a small scale, and under the frown of the government. A body of merchants of character and position in Dorchester

united themselves with a larger body of such men in London, to form the Massachusetts Company.

It was formed precisely as in those days trading companies were often formed, for the development of the resources of Massachusetts Bay, and a subscription to its stock did not in the least imply that the subscribers intended to go to Massachusetts Bay themselves. They simply meant to send out settlers there, and to furnish the capital on which adventures of hunting, fishing, mining, and, if necessary, agriculture, could be carried on. These men undoubtedly expected to receive a fair interest on the capital which they invested. At the same time they meant to make an establishment in Massachusetts Bay, where men could worship God as they chose, without being under the direction of Archbishop Laud, or of his court of the Star Chamber.

"In all the discussion with regard to their motives which comes up from time to time, no one has ever attempted to show that a single person invested a penny in the stock of the new company, who was not committed, more or less directly, to the Puritan or popular view, in the contest with the established church or with the Crown."

Many of the colonists at Salem were seized with the scurvy and other distempers the first winter and Endicott wrote to Plymouth for help. Dr. Samuel Fuller was sent and treated them as a conscientious physician. He had been through the first winter with the Pilgrims eight years before when such a large number of the one hundred died. This was the beginning of a better understanding of Puritans and Separatists in Massachusetts. The church at Salem was organized. The Pilgrim church at Plymouth was invited to send delegates and did so. Dr. Leonard Bacon said: "That elder church, cradled at Scrooby, nurtured and schooled at Leyden, and now victorious over the suffering and temptations of the wilderness, greeted its younger sister in apostolic fashion."

The Massachusetts Company and its charter was transferred from London to Massachusetts Bay, July 28, 1629, and as Dr. Avery has said: "A commercial corporation became the germ of an independent commonwealth." In October John Winthrop of Groton in Suffolk was chosen governor. A fleet of thirteen vessels was chartered and by the end of the year seventeen, including the "Mayflower," had been employed to transport about a thousand persons to New England, and horses, cattle and other things were provided to help sustain life and carry on enterprises. There was no lack of money.

The charter which John Winthrop brought became the constitution of the state which they founded and under which it was governed for sixty years. The colony continued to increase by emigrations from England until 1640. After that, until the Revolutionary War, more people returned to England than came from England.

The colony, as it was called until 1690, was officially called the province after that date.

The chief magistrates of Massachusetts during its life as a province and appendage of the Crown of England and its existence as a Commonwealth are of interest, historically and chronologically. The following list is therefore given as a guide to the better understanding of the story:

COLONIAL GOVERNORS

(Plymouth Colony)

1620.	John Carver	1637.	William Bradford
1621-1632	William Bradford	1638.	Thomas Prince
1633.	Edward Winslow	1639-1643	William Bradford
1634.	Thomas Prince	1644.	Edward Winslow
1635.	William Bradford	1645-1656	William Bradford
1636.	Edward Winslow	1657-1667	Thomas Prince

(Massachusetts Bay; under the first charter.)

1630-1633	John Winthrop	1665-1672	Richard Bellingham
1634.	Thomas Dudley	1673-1678	John Leverett
1635.	John Haynes	1679-1686	Simon Bradstreet*
1636.	Henry Vane	1692-1695	William Phipps
1637-1639	John Winthrop	1697-1701	Earl of Bellomont
1640.	Thomas Dudley	1702-1715	Joseph Dudley
1642-1643	John Winthrop	1716-1727	Samuel Shute
1644.	John Endicott	1728-1729	William Burnet
1645.	Thomas Dudley	1730-1741	Jonathan Belcher
1646-1648	John Winthrop	1741-1757	William Shirley
1649.	John Endicott	1757-1760	Thomas Pownall
1650.	Thomas Dudley	1760-1769	Francis Bernard
1651-1653	John Endicott	1769-1774	Thomas Hutchinson
1654.	Richard Bellingham	1774-1775	Thomas Gage
1655-1664	John Endicott		

*In this year Andros arrived. After Andros was imprisoned, Simon Bradstreet acted as "President" till a convention was called. This convention chose him to that office which he held until the arrival of the Second Charter. By this "Massachusetts Bay" and "Plymouth" were united.

CHAPTER XLIX

"ONLY CITIZENS BECAUSE SAINTS"

Robert Browne Non-conformed, Started Separatist Church, Then Re-conformed, But He Had Started Something—Persecution by Queen Elizabeth and James I—First New England Town Meeting—Dissent From Calvinistic Creed—Branches of Various Denominations—First Student of Founder of Christian Science A Stoughton Man—Use of Musical Instruments in Churches Met with Vigorous Opposition—Old Bay Psalm Book Was Popular and Officer Was Chosen To "Tune the Psalm"—Rev. John Allin of Dedham Typical Early Pastor in the Colony—Liberalizing Effect of Eleventh Amendment to Constitution—First Roman Catholic Settled Missionary Was Converted Congregational Minister — John Adams Headed Subscription For Erecting First Catholic Church—Schoolhouse As Much A New England Institution as the Meeting-house—Boston Latin School and Harvard College.

When, in the course of events, the Plymouth and Bay colonies were united, one code of laws answered for both and, unless one goes back of the union of the colonies, he does not catch even a glimpse of the difference between Pilgrims and Puritans, what one did and the other did not. What both or either did was often a legacy of early environment or custom or both, as there was nothing new under the New England sun which was not bred in the bone in the Old Country. Some Puritanical or Separatist convictions had full expression in the freedom on this side of the ocean which could not even be attempted elsewhere, and both followed customs and ideas which were handed down from the fathers.

Sunday and church laws at which we are inclined to smile were equally severe in Virginia. They were of English origin, not Puritanical or American. All the English colonies had similar inheritances.

The Puritans attempted to merge church and state. All of age might vote in the Pilgrim colony, whether church members or not. To be accused of witchcraft by a Puritan in the Puritan colony was equivalent to conviction and the result was hanging, but the Pilgrims, on two occasions when such accusations were made in the Plymouth Colony, arrested the accusers and tried them for false witnessing against their neighbors. Fanatical folly among the Puritans never even approached common practices in Europe in the same period. There was a rule that ministers must not shave from Saturday to Monday in colonial days.

It was only a few years ago when storekeepers were arrested and fined for selling bread on Sunday, although it was lawful to sell tobacco. It was tobacco which was taboo in colonial days, until the ministers chose to smoke.

Early ministers preached that hell was paved with the skulls of unbaptized infants, but this doctrine came down from the early church and was not made in Boston, although there is a tomb in Copp's Hill Burying Ground, set aside for the burial of unregenerate, unbaptized infants in unhallowed ground. It has not been much in demand for a long time. The Pilgrim housewife never brewed beer on Saturday that it might not "work" on the Sabbath, but the present-day makers of home brew are not as careful of their employment on Saturday half-holidays, it is feared.

That people of the present day may arrive at some understanding of the whys and wherefors and peculiarities of the Pilgrims and Puritans in their church customs and procedures, it is necessary to take a short backward look to early times.

The first organized Separatist church was formed at Norwich about 1580 by Robert Browne, a graduate of Cambridge. His associates were called "Brownists." When his Non-conformist principles were put to the test he conformed and was restored to his living. Two of his associates, John Copping and Elias Thacker, died, in 1580, as felons for the crime now called Congregationalism. A few years later Greenwood and Barrow were hanged. John Penry, "a preacher of the Gospel to the Welsh," referred to them as "bold martyrs" and joined in martyrdom, with his archbishop's name heading his death warrant, "by authority of the petticoated pope who called herself 'Supreme Governor of the Church of England'." During her reign it is said that 60,000 Separatists were incarcerated and, in some instances, for many years.

When Queen Elizabeth died in 1603, the Separatists hoped that her successor, James I, might afford them some relief and they presented to him a Puritan petition called the "Millenary," because it was said to be signed by a thousand hands. After a conference at Hampton Court the new king who, as James VI of Scotland, had been sovereign over a Presbyterian country, declared: "I will make them conform or I will harry them out of the land, or else worse."

Avery, in his "History of the United States," says: "The blindest Puritan could see that he must choose between persecution and exile. In 1604, three hundred Puritan clergymen were 'silenced.' Thus were the soon-to-be pioneers of New England prepared for their work. Religion was their master motive; suffering their school. Conformists won the case in England; non-conformists appealed the case from the Old World to the New."

Upon arrival of the Puritans at Salem, the governor set apart a solemn day of humiliation for the choice of a pastor and a teacher. The candidates admitted that they "expected to derive their right as official ministers of Christ in the church, not from a prelatical or hierarchical vocation, but only from an inward call from God's spirit together with an outward call from the church itself."

The people then, by ballot, elected Samuel Skelton as their pastor and Francis Higginson as their teacher. It has been claimed that this was the first use, in America, of the ballot and was the first New England town meeting. For several years church and town officers were elected at the same meeting, as town and church were practically identical.

The first distinct town government organized was that at Dorchester, where it was ordered that "there shall be every Monday before the Court, by 8 o'clock A. M., and presently by the beating of the drum, a general meeting of the inhabitants of the plantation at the meeting-house there to settle and set down such orders as may tend to the general good."

Other plantations took similar action and those which made provision for an orthodox minister as well were recognized by the General Court as towns.

Ministerial Material Unsatisfactory—It has been said that the Pilgrims were Separatists who left the Church of England and sought refuge in a new country where they could worship according to the dictates of their conscience; and that the Puritans were Separatists who didn't leave the church bodily but remained and did their fighting from the inside. There were differences and distinctions between the Puritans and Pilgrims in their ecclesiasticism as well as in other matters. Both, however, when they arrived on these shores, set up a meeting-house. Almost the entire population gathered at the meeting-house for their religious and civic considerations. The church, its order, care and teachings was ever foremost in their minds. At Plymouth, for example, for more than one hundred years the meeting-house was the place for the transaction of all public business. In 1675 the court at Plymouth enacted an ordinance that every township within the colony should have a house of worship and a church duly organized, with proper provision for the support of an ordained minister.

So far as the Plymouth church was concerned, it had poor success in securing a satisfactory successor to Rev. John Robinson who had remained behind in Leyden. John Lyford had been a total loss and was shipped back to England in disgrace. Allerton brought a young Mr. Rogers from England in 1628 but the record is that he was "crazed in

his brain, so they were fain to be at further charge to send him back again the next year." Ralph Smith was not of sufficient calibre to be satisfactory, and John Norton was brought by Winslow from England in 1635 as an assistant but he went to Massachusetts Bay after serving one winter. After six or seven years Smith withdrew, "partly by his own willingness and partly by the desire and persuasion of others."

Mr. Rayner was the next incumbent and, in 1638, Charles Chauncey came to assist him. All went well for a time until he announced his belief in the doctrine of baptism by immersion. After a three years' stay, he withdrew from Plymouth church, and so the matter of adjustment in the ministry was a matter of uneasiness for a while. There was a spirit of extreme liberality on the part of the Pilgrims in their colony, considering those times, which was not matched by the Puritans of Massachusetts Bay. For instance, the persecution of the Quakers by the Puritans is not pleasing history. The Quakers were the martyred pioneers of American religious liberty. "The theocracy of the Puritans—where is it? The democracy of the Quakers—where is it not?"

For three hundred years before the era of Philip II of Spain it had been the uncontested rule in church and state that the obstinate dissident, or heretic, was to be put to death by fire. Henry C. Lea declares that the Massachusetts law of 1658, under which Quakers were put to death on Boston Common, "was the inevitable result of the deplorable doctrine of exclusive salvation, which rendered the extinction of heresy a duty to God and Man."

It is well to remember that the liberty men had known only as a distant ideal reached the stage of practical experiment in these colonies. America furnished the opportunity. One of the early leaders declared that New England was "a plantation of religion, not of trade." The first comers to the Atlantic seaboard of Massachusetts "felt themselves to be in personal covenant with God, like Israel of old, who framed their state as a temple and invited the Eternal to rule over them, whose state assembly was a church council, whose voters were church members, only voters because members, only citizens because saints."

"Morning Gun of Revolution"—Into this camp of rigid disciplinarians were believers of a gentle order, like Ann Hutchinson, Roger Williams and later Whitefield, Theodore Parker, Mary Baker Eddy, and those whose names are legion, each standing for some new "great awakening" of the spiritual life.

In 1750, on the Sunday following the anniversary of Charles the martyr, something occurred in Boston which has been called with considerable fitness the "morning gun of the Revolution." Rev. Jonathan Mayhew, in the West Church, took this occasion, observed in England

as a national fast, when the clergy were required to read the service, or preach a sermon against disobedience to authority, to preach three discourses against the pretension of unlimited submission and non-resistance to authority. He set forth with eloquence the principles of free civil government, "with some reflections on the resistance made to King Charles I." Parts of these discourses were printed in England and America and both countries were deeply stirred. Intolerance of opinion had in a measure passed away and more generous views of faith and life had been introduced in contrast to the severity of pulpit manners prevalent during the first century.

Dr. Mayhew maintained that the Massachusetts charter gave absolute authority to the colonial government in matters of religion, and that there was no power in Church, Crown or Parliament to control or interfere with it. Before he died in 1766, Dr. Mayhew was the leading preacher in America in learning, courage and eloquence. "His genius and accomplishments were worthy of any age. The cause of liberty in the eighteenth century had no worthier advocate."

Until the Revolution the strength of the population in Boston and vicinity was Puritan, after the order of the first founders. The church development had been largely Congregational. There was a strong public sentiment against any religious beliefs or organizations differing from those of "the standing order." Better times came slowly. It was not until 1832 that the last vestige of oppressive legislation was removed from the statute books of Massachusetts. In 1634 Mr. Painter had been publicly whipped at Hingham for refusing to allow his child to be baptized. Some fifty years later, under date of March 8, 1680, a Baptist church was nailed up by order of the governor and council of the Colony of Massachusetts Bay.

The Methodist Episcopal church was established on the soil of the Puritans by Jesse Lee, a scion of an old Virginia family who founded societies of that church from Florida to New Brunswick. Rev. Joseph S. Clark, D. D., in his "Historical Sketch of the Congregational Churches of Massachusetts," said: "In his doctrinal teaching Jesse Lee suited such as were of Arminian tendencies; in his fervent style of address he was acceptable to many warm-hearted Calvinists tired of dull preaching."

The late Bishop Phillips Brooks wrote of the Episcopal church in this vicinity: "To the old Puritan dislike of Episcopacy had been added the distrust of the English church as the church of the oppressors of the colonies. Up to the beginning of the Revolution the Episcopal church in Boston had been counted an intruder. It had never been the church of the people, but had largely lived upon the patronage and favor of the English governors."

When Rev. Jonathan Mayhew, already referred to, was settled as pastor of the West Church in Boston in 1747 it was an early intimation of dissent from the normal Calvinistic creed of the Congregational churches. He was regarded as heretical at the time and was never admitted to the Boston Association of Ministers. He may be regarded as the forerunner of Unitarianism in this vicinity although the name Unitarian did not come into general use till early in the nineteenth century. In 1789 nearly all the Congregational pulpits in and around Boston were filled by Unitarians.

Organized Universalism began in this vicinity in 1785. The first Universalist society in Roxbury was organized March 2, 1820.

The Boston Society of the New Jerusalem was established in 1818 and was the first organization formed in New England of believers in the doctrines taught by Emanuel Swedenborg.

All these liberal branches of Protestantism spread into the various towns in this part of Massachusetts rapidly and some of the ministers and congregations in the towns were of equal prominence and ability to those in the Athens of America. The Unitarian churches were, perhaps, more prominent in their leadership in thought from half a century to a century ago than now, in one sense of the word. On the other hand the Congregational, Methodist, Baptist and some other denominations have become so much more liberal in their teachings, convictions and requirements for membership that they may be said to stand manifestly more liberal at the present day than were the Unitarian and Universalist churches in the days of their prominence, if not popularity.

Transcendentalism, which Margaret Fuller described as an exalting conception of the Godlike nature of the human spirit, had such prominent teachers as William Ellery Channing, Ralph Waldo Emerson and Theodore Parker. They made Unitarianism and Universalism possible as an outgrowth of Calvinism. Lyman Beecher went to Boston to "confront and stay the movement" and shortly afterward he wrote "all the literary men of Boston, the professors of Harvard College, the judges on the bench are Unitarian." The movement spread from scholars and intellectuals to the common people. It was a revolt against dogmatic theology and a liberalizing work which had come to stay.

First Student of Christian Science—The greatest leavening influence of the nineteenth century, dominated by spiritual idealism, was partly brought forth in Norfolk County. Rev. Mary Baker Eddy, discoverer and founder of Christian Science, was at one time a resident of Stoughton, boarding at the home of Mr. and Mrs. Hiram S. Crafts. Mr. Crafts was Mrs. Eddy's first pupil. While a resident of Stoughton Mrs. Eddy

did much of her early writing concerning the science which she named Christian Science and concerning which she wrote the textbook "Science and Health With Key to the Scriptures." "Christian Science is the revelation of the Science of the Christ mission. It shows that the healing of the sick is a natural phenomenon of 'Scientific Christianity,' or the understanding of Jesus' teachings."

Inharmony Concerning Music In Churches—It is only within the present generation that a majority of the religious denominations have removed dancing and card playing from the list of special edged-tools of the devil. A generation before music was under suspicion and positively ruled out of the churches. Some towns overcame this prejudice earlier than others. Foxborough voted, under date of April 6, 1801, "To admit the use of instruments of music in public worship." In fact the town of Foxborough took advanced local legislation along several lines. It is believed to have been the first town in the county and perhaps in the state to have an eight-hour law. In 1798 the town voted "to allow sixty-six cents for eight hours' work, and \$1.33 for eight hours' work of a man and a team sufficient to carry a ton weight." Under date of May 3, 1830, that town voted "That, in our opinion, the wearing of mourning ought to be discontinued." The latter vote was at least a hundred years in advance of the times, as the practice has not wholly been abandoned yet.

Undoubtedly the vote to use instruments of music in public worship in Foxborough was not passed unanimously, as it is set down in the records that when the first bass-viol was brought into the choir, Francis Daniels, an old Frenchman, was horrified. This instrument was made by Marcus Everett who fashioned the woodwork with great skill, and George Holbrook, a bell-maker and a famous music teacher, who finished the instrument and saw that it had the correct tone. That it was a first-class instrument may be inferred from the fact that the church paid four dollars for it.

Those learned in Scripture argued with Daniels and others who took sides with him in the matter, but the opposition replied that there might be Biblical authority for the harp but the bass-viol was something entirely different and its voice should not resound through the meeting-house. As a matter of fact the meeting-houses were not considered especially sacred, as they were secular meeting-houses as well as church edifices and some of the scenes and language in them on secular days was far more objectionable than the sounds from a bass-viol. The compromise in the case under discussion was that Francis Daniels and others who were conscientious objectors should be allowed to leave the meeting-house while the music was going on and return when it ceased.

To show the aversion to musical instruments, wherever heard, one needs but recall the case of Swift Payson, the first town clerk of Foxborough. He was the son of Rev. Phillips Payson, pastor of the church at Walpole. With his first savings Swift Payson purchased a violin, kept it carefully hidden, but practiced upon it whenever the opportunity came. One day the vibrations reached the ears of his clerical father who was horrified. He demanded of his son: "Where did you get that fiddle?"

"I bought it, sir," was the innocent reply.

"Then sell it at the first opportunity; let me never hear it again."

When the Ministerial Association met at his father's parlor shortly after, Swift Payson walked demurely into the presence of the black clad members, with his violin under his arm.

"Gentlemen, would any of you like a first-rate fiddle? My father says I may sell it, and I thought it only right to give you the first chance."

Unfortunately the story stops there and perhaps neither the local historian or the recording angel cared to set down the subsequent remarks.

The Francis Daniels referred to above was a deeply religious Frenchman from Normandy who came to Boston as a stowaway and was advertised and sold for one hundred dollars to pay his passage. He was purchased by John Hewes, taken to Foxborough and allowed to work and redeem himself. His sabots, or wooden shoes, which he wore as a stowaway, are still in the possession of one of his numerous descendants.

All the Colonial churches used the "Old Bay Psalm Book." There was a chorister who started the tunes with a pitch pipe and the congregation followed on or went ahead. All sang the same part but there was no telling which ones would reach terminal facilities in advance of others. The results were so painful to some of the congregations that they took action against the established order, usually with the results meted out to reformers.

Franklin, for instance, was set apart as a precinct of Wrentham in 1737, and June 26, 1738, it was the vote of the precinct "To sing no other tunes than are Pricked Down in our former Psalm-Books which were Printed between Thirty and forty years Agoe, and to Sing Them as They are Prickt down in them as Near as they can." The more conservative remonstrated against this new fangled idea, but the precinct refused, when the matter was brought up for revision in September "to ease those that were inclined to sing the old way."

At a later date one David Pond was accused of striking into a pitch of a tune in the public worship raised above what was set "after most of the congregation, as is thought, kept the pitch for three lines" and was

judged to have been disorderly. He was suspended from the church and refused to acknowledge his error for thirteen years.

Some churches limited the number of tunes for a season. Only seven were permitted in the Franklin precinct for ten years and Benjamin Rockwood, Jr., was authorized to officially "tune the Psalm."

Typical Early Pastor's Long Service—How early churches were formed and the importance of the minister in the community can, perhaps, be illustrated fittingly by reference to one of the worthy leaders of religious affairs in present-day Norfolk County. According to early records:

"Rev. John Allin (so spelled by him) was the first settled pastor in Dedham. He came into the settlement in July, 1637, and immediately began to direct those proceedings which laid the foundation of the church, which was gathered in the fall of 1638, and over which he was ordained in 1639. He came here, as his records express it, in expectation of employment in public work. He had received a liberal education in England, but had not been ordained. In forming the church, he required a strict scrutiny into the actions and religious affections of each candidate before admission, even in those cases where the candidate was a member of another church. This work he accomplished in a peaceful manner, and governed his church with increased reputation for thirty-two years. Governor Winthrop says in his "Journal," that this church was gathered with good approbation. Mr. Allin was greatly esteemed by his church and the inhabitants, and his influence in the civil and religious affairs of that day was very extensive. Cotton Mather says that "he was a man of sweet temper, of a genteel spirit, a diligent student, of competent learning, a humble man, and sincere Christian." Mather proposed his epitaph,

*Vir sincerus, amans pacis, patiensque laborum,
Perspicuus, simplex, doctrinae purus amator.*

Mr. Allin died in 1671. During Mr. Allin's ministry of thirty-two years the records do not show any rate assessed for his support; he depended on voluntary contributions and on the liberal grants of land from the proprietors. All the successors of Mr. Allin had salaries voted them by the town, although the salary was paid voluntarily by the people, without a tax collector, many years.

The following appears to have been the recorded rule of proceeding on this subject. "In case any shall be at some time shortened in money, he shall put in for that time a paper, wherein his name, and his day's payment, as shall be due, is entered which paper he shall once within

one month take out of the deacon's hands, and pay the debt. And every man shall put his money in a paper each Lord's day, and his name written therein, and so deliver it into the box.' "

The Episcopal Church in Dedham commenced in 1760. In the year 1768, it came under the direction of Rev. William Clark. A small church was then built by a few persons in Dedham and the neighboring towns. At the commencement of the Revolution, Mr. Clark was prosecuted before the Revolutionary tribunal at Boston, for directing two loyalists to a place of safety who were in danger from the populace. Failing to convict him of any crime, he was about to be acquitted, when he was required to swear allegiance to the commonwealth. This he refused to do, and in consequence was condemned to be transported to foreign parts, and was immediately confined in a prison ship in Boston Harbor. Through the influence of Dr. Ames, a decided Whig, he procured his liberty and a license to go out of the country. After he had obtained a small pension from the British government, he resided some time in New Brunswick; but he afterwards came to Quincy, where he spent the remainder of his days.

At the time of the first settlement of Dedham, the Indians were not as numerous there as in some other places, as those of that neighborhood had been, a year or two before, nearly all carried off by the small-pox, and most of those remaining alive had probably joined themselves to the tribes whose habitations were at some distance to the south or west. Numbers of them, it is supposed, united with the Naticks, a company of Indians placed on Charles River, about ten miles west of the present village of Dedham (and then within the limits of the town), whom the Rev. John Eliot was endeavoring to civilize and convert to Christianity. The settlers of Dedham obtained a title to the soil by fair and honorable contract. Very soon after the arrival of Gov. Winthrop and his associates, the chieftain, Chicataubut, made a conveyance to the English of the country around Boston, including the territory now occupied by Dedham (which was called Tist by the Indians). After the death of Chicataubut, in 1633, a committee was appointed to find out such Indians as remembered the bargain. This committee obtained a quitclaim from Wampatuck, grandson of Chicataubut, in which he states that forasmuch as he is informed by several ancient Indians . . . that his grandfather did for a good and sufficient consideration convey to the English planters the tract of land now called Dedham; he, therefore, in consideration of that fact and of a reasonable sum of money, quitclaims to, etc. This deed, which is long and particular, is dated 1685.

End of Sectarian Domination—It has not been considered necessary or desirable in writing this history, either of Norfolk or any of the other

counties in Southeastern Massachusetts, to take up the church annals of the various towns, with names, dates and other records of the pastors of all the denominations and spread them out at length. Changing the names, the experiences have been much the same in all the towns, and there are plenty of histories written earlier, on the shelves of the Public Libraries of the various towns, which will supply the information to those who need it. The plan is therefore, in these volumes, to give a sufficiently clear explanation of the early Pilgrim and Puritan churches, tell how the younger denominations challenged normal Calvinism and found places in the community, and give credit to the influence of the church movement in all its branches.

Massachusetts had her taste of sectarian domination. The earliest government was a church government. The church was the state in a figurative sense. By slow degrees the colonies rid themselves of religious despotism. It took one hundred and fifty years to arrive at the willingness to draw up a constitution providing for the right of the individual to worship as he pleased. Even this early constitution government was a Protestant government. The word occurs in Article 3 of the Old Constitution. Provision is made for the support and maintenance of "Public Protestant teachers of piety, religion and morality."

Eventually came the Eleventh Amendment which gave the right to all religious societies to elect their own leaders and forbade the subordination of any one sect or denomination to another. The same amendment carried a repeal of the constitutional clause which empowered the General Court to enforce attendance at church, and this was not very long ago.

When John Adams was writing his "Dissertation on the Canon and the Feudal Law in Braintree" in 1765, he referred to a certain thing as being "as rare an appearance as a Roman Catholic,—that is, as rare as comet or an earthquake."

The fiat which was put forth that neither priest nor Jesuit was to be allowed in the Massachusetts Bay Colony, under penalty of death, caused the Pilgrims at Plymouth to accede to the rule of compelling Dr. Francis Le Baron, "The Nameless Nobleman," who was of the Catholic Faith, to say mass in the sanctity of his chamber.

LeBaron, taken from a vessel shipwrecked in Buzzards Bay, was taken to Boston as a prisoner and it was with considerable reluctance that Lieutenant-Governor William Stoughton listened to the pleadings of the men of Plymouth to set him free, on condition that he practice medicine in the Plymouth Colony. Dr. Samuel Fuller, who came over in the "Mayflower" had been gathered to his fathers. The coming of LeBaron was in 1696.

It is said that Dr. LeBaron always slept with the crucifix upon his breast. He was highly regarded by the Pilgrims and, so far as recorded, they made no attempt to make it uncomfortable for him because of a difference in faith, but thankfully received his medical and friendly ministrations. The rule concerning his observance of the mass was on account of the conditions under which he was received by them from the Puritans of Boston.

Dr. LeBaron married Mary Wilder of Plymouth. He died August, 1704, in his thirty-sixth year.

The Roman Catholic Church—The first Roman Catholic in the Plymouth Colony was presumably Dr. Francis LeBaron, as stated. It has been claimed that Captain Myles Standish was a Catholic. He was not of the communion of the Plymouth Church but whether he had any other religious affiliation has never been proven.

One hundred and fifty years after the landing of the Pilgrims and Puritans there were about one hundred Catholics in the Plymouth and Massachusetts Bay colonies, combined. They were French, Irish or Spanish. They had no organization or church. The occasional ministrations of transient priests brought them consolation but none of them made any considerable stay, even in Boston. In fact it was a native of Boston, Rev. John Thayer, who became the first settled missionary in this vicinity. He had been a Congregational minister, became a convert of the Catholic Church while traveling in Europe in 1781-83, completed his studies in Paris and was ordained as a priest. Dr. Carroll of Baltimore was the superior of the missions in the United States. He assigned Fr. Thayer to the Boston mission. He arrived January 4, 1790. He leased a small chapel on School Street. This may be said to be the first regularly organized church society of Roman Catholics in Boston. Rev. Dr. Carroll paid an official visit to the Boston mission in 1791. Fr. Taylor devoted his chief attention to the few Catholics outside of Boston after Dr. Carroll sent Rev. Francis A. Matignon and Rev. John de Cheverus, two exiled French priests, to assist him at the Boston mission.

When the Catholics in this vicinity numbered 1200 or more a church was built. At the head of the subscription list for a building fund was the name of John Adams of Quincy, President of the United States. The total sum collected was \$16,153. Of this amount Protestants friendly to the enterprise gave \$3,433. It was for many years the only Catholic church in Boston or vicinity.

St. Joseph's Church, Roxbury, was dedicated December 6, 1846.

In 1853 four acres of land were purchased in Roxbury, on the Dedham turnpike, for the site of a convent for the Sisters of Notre Dame. It

was used as a novitiate of the order and an academy for young ladies. On March 26, 1855, a committee of the General Court, accompanied by several other citizens of the Commonwealth, made an official inspection of the academy and convent. As soon as the committee was admitted, the members scattered all over the building, entered every room, chapel and dormitory, and looked into cellar, garret and even into the closets. They insisted upon conversing with every inmate to ascertain, as they explained, whether anyone was being detained there against their will.

This intrusion was resented by the Catholic community, especially the conduct of one member, and so pronounced was the indignation that the General Court, after investigation, expelled him by a vote of the House, May 12, 1855.

A large brick church, St. Gregory's, was dedicated April 7, 1864, in Dorchester.

The Dearborn estate in Roxbury was purchased by the mission fathers of the Society of the Holy Redeemer and the church was dedicated April 7, 1878.

These were beginnings of the Roman Catholic Church in this general community. The Catholic population constitutes a large percentage of the inhabitants of all the towns and, according to Gaillard Lapsley in "The America of Today" (1919), "In the state of Massachusetts more than half the population is Roman Catholic."

Always Some Liberal Minded Exponents—There were no heraldings of a refuge for the oppressed of all lands or any idea of universal philanthropy on the part of the Pilgrims when they left Leyden. Their great desire was for religious liberty for themselves. They sought no increase except from friends of their own communion. It became true, however, that "a wide experience had emancipated them from bigotry, and they were never betrayed into the excesses of religious persecution." Historical fidelity demands a better recognition of the distinction between the Separatists at Plymouth known as the Pilgrims of the Plymouth Colony and the Puritans of Massachusetts Bay.

When the Puritans, following the lead of Anne Pollard, first to leap ashore at Shawmut Point, landed in the Massachusetts Colony and distributed themselves at Trimountain, Mattapan, Dorchester, up the Charles River, at Roxbury, Cambridge, Watertown and Medford, they organized a "congregation." John Wilson, a graduate of King's College, Cambridge, was ordained as their pastor by the laying on of hands. Elders and deacons were installed and Massachusetts easily became a colony of Congregational churches. The assistants met as a court for the transaction of a great variety of business frequently.

The Puritan Colony exercised its right "to possess its soil exclusively

and to keep it clear of nuisances." One of the first to get his walking ticket was Thomas Gray who. "for divers reasons objected against him" was ordered "to remove himself out of the limits of the patent." "To the end the body of the commons may be preserved of honest and good men" it was ordered and agreed that "for the time to come, no man shall be admitted to the freedom of this body politic but such as are members of some of the churches within the limits of the same." The franchise was held by virtue of church membership and that was controlled by the clergy.

It was not long before this aristocracy of righteousness was questioned and disturbed. Roger Williams and his newly-wedded wife were among twenty passengers on the "Lion" which arrived February 5, 1631.

Of Roger Williams, it has been written:

And when religious sects ran mad
He held, in spite of all his learning,
That if a man's belief is bad,
It will not be improved by burning.

Later, the holding of opinions that did not square with those of John Cotton and Richard Mather was not only heterodoxy, but was also sufficient ground for punishment by the civil authorities. According to the record of "A Quarter Court held at Boston on the First Day of the 10th Mo.," 1640, "the iury found Hugh Buets to bee guilty of heresy, that his person & errors are dangerous for infection of others. It was ordered that the said Hugh Buet should bee gone out of our iurisdiction by the 24th present upon paine of death, & not to returne, upon paine of being hanged."

William Pynchon had been treasurer of the colony and given other honors and distinctions, but when he wrote a book with teachings on the subject of the atonement which disturbed the orthodox he was denounced as a heretic and his book was to be publicly burned in the Boston market place. In 1652 Pynchon returned to England.

The Plymouth Colony in 1643 entered into confederation with Massachusetts, Connecticut and New Haven and this league lasted until the coming of Andros about forty years later. Goodwin says of this loose-jointed league that it was "a stronghold of bigotry and did much to reduce liberally-inclined Plymouth to the level of her stern associates. John Quincy Adams wrote of its "record of incessant discord and of encroachments by the most powerful upon the weaker members."

The Massachusetts General Court in 1636 agreed to give four hundred pounds for a public school, "the next court to appoint where and what building." This assembly was "the first body in which the people, by

their representatives, ever gave their own money to found a place of education. Two years later, a "sometimes minister of God's word" dying, left his library and half his fortune to this school. It took his name and became Harvard College.

In 1642 it became a law that "none of the brethren shall suffer so much barbarism in their families as not to teach their children and apprentices so much learning as may enable them perfectly to read the English tongue." In 1647 in all the Puritan colonies, it was ordered "that every township, after the Lord hath increased them to the number of fifty householders, shall appoint one to teach all children to read and write; and when any town shall increase to the number of one hundred families they shall set up a grammar school, the master thereof being able to instruct youth so far as they may be fitted for the university."

"Encyclopedia Britannica" says that the Massachusetts law of 1647 was epoch-making. That Massachusetts statute of 1647 recited that its purpose was "that learning may not be buried in the grave of" the fathers, and also to circumvent "that ould deluder, Satan."

The first modern compulsory attendance law in the United States was passed in Massachusetts in 1852. By 1914 all but six States had similar laws. The common school is peculiarly New England in its origin. In 1691 the Pilgrim colony was merged in the Massachusetts Bay Colony. Social distinctions were almost wanting in Plymouth but were marked in Massachusetts Bay. The Puritan colonies were theocracies in which there flourished the spirit of intolerance in religion and of opposition to the separation of church and state. This was natural enough. The Puritans were from England and had not left the Established Church but endeavored to reform it. England had never had any other system but a union of church and state. The Catholic church was the state church in England until Henry VIII established the Episcopal church. Then that church became the established or state church and proscribed all others.

The ideals of separation of church and state existed in the Plymouth Pilgrim colony, and when the Puritan colony absorbed the Pilgrim colony it did not obliterate the Pilgrim convictions of law and government. According to S. E. Forman in "Our Republic," "They permeated the life of the American people and embodied themselves in the institutional and legal system of the United States." As the New Englander migrated westward in the covered wagon, wherever he settled he built a log home and then a schoolhouse.

There is on the Court House grounds on School Street in Boston a memorial marking the site of the Public Latin School, the oldest school in the United States of continuous existence, dating back to one

year before the establishment of Harvard College. This memorial reads:

On This Site Stood the
First House
Erected for the Use of the
Boston Public Latin School.
This School has been Constantly
Maintained Since it was Established
By the Following Vote of the Town—
At a General Meeting Upon Public Notice
It Was Agreed Upon That Our Brother
Philemon Permort
Shall Be Entreated to Become
Schoolmaster for the Teaching
And Nurturing of Children with us
—————April 13, 1635—————

Before there was a common school founded by the Puritans, they founded Harvard College, to keep up the supply of orthodox ministers, largely. It was an institution to furnish higher education for those already on the road to knowledge. The first brick building, however, was built for educating Indians, but the advantages of a Harvard course did not appeal to the red skins. Ineffectual attempts were made to fill the Aboriginal department but the rank and file of them had a poor opinion of the braves who associated with "foreigners," especially collegiates. Accordingly the printing press which arrived very early in colonial life was used, in that building, to print the Indian Bible translated by John Eliot, and other religious books. It seems fair to call these efforts the beginning of university extension service in America.

Among other books printed at Harvard College was the "Bay Psalm Book."

The sponsors and officers of Harvard College aspired to civilize and educate the Indians and make regular Harvard men out of them but the records show only one Indian graduate in those early years. Caleb Cheeshahteumuck was graduated as a member of the class of 1665. Three other Indians, Joel Jacobs, a classmate of Caleb Cheeshahteumuck; Eleazer of the class of 1679, and Benjamin Larnel of the class of 1716, studied at Harvard but did not graduate. Larnel died while an undergraduate.

The printing press on which the Indian Bible and other early books were printed, as well as the fonts of type, came from Holland.

CHAPTER L

"THE THREE LEARNED PROFESSIONS."

**All Three Closely Associated and Enthusiastic in Witchcraft Cases—
Decided Prejudice Against Lawyers in Puritan Days—Witches per-
secuted With No Law of Colony or Province Behind the Court—
Mather Dynasty Powerful and Long Standing—Octogenarian Crushed
to Death Because He Wanted to Leave Property to His Daughters—
Rule of the United States Passed From Ministers to Lawyers—
World-wide Interest in Recent Trial at Dedham—Lynching At-
tempts Against First Physiciaan to Vaccinate for Smallpox — Town
Voted Forbidding Anyone, Except Two Named, Having Smallpox in
Houses Mentioned.**

The three learned professions, so called, theology, law and medicine, became transplanted in the colonies and, for a time, had much the same place in popular regard as in the old country. Breathing freer air, the colonists had a disposition to simplify and popularize all three to make them less of a mystery and bring them more within the reach of the average citizen.

Massachusetts was born in revolt. Pilgrims and Puritians left England to be rid of many of Britain's institutions, not to transplant them on American soil. There was a disposition, however, to stand more or less in awe of ministers, lawyers and doctors, and regard them as groups apart from business men or those of other professions or vocations. There is a remnant of this tendency extant, so tenacious is that which is bred in the bone.

The Puritan settlers held lawyers in slight esteem and we have several instances recorded in early records of Norfolk County towns. They insisted upon every town having a minister, however, and towns were not established until a church had been gathered with an orthodox minister and visible means for his support. As for the physicians, Dr. Samuel Fuller came over in the "Mayflower," did heroic service for many years, was loaned to the Puritans when they were in distress from much sickness the first winter in the New England climate. When he was gathered to his fathers, the Puritans deigned to spare the life of Dr. Francis LeBaron and allow him to become a physician in the Plymouth Colony, even though he were a Roman Catholic and had been captured as one of the survivors from a shipwrecked French privateer.

It is interesting to see how a member of one of the learned professions

regarded those of another in earlier, but not colonial days. Dr. Nathaniel Ames, who called himself "a student of physick and astronomy," was a leading citizen of Dedham at the beginning of the nineteenth century and latter years of the eighteenth. He made an entry in his diary under date of April 3, 1802: "A lawyer in every man's mess here. Nothing will go with Fools without a Lawyer, but from good company they are excluded; or if they get in, they spoil it."

Thomas Lechford was the only lawyer in the Massachusetts Bay Colony and he returned to England after trying in vain to make a living at his profession. The magistrates objected to having lawyers direct men in their causes. Magistrates were accustomed to give private advice before they were called upon to decide causes. In 1635 it was ordered "that none among us shall sue at the lawe before that Mr. Henry Vane and the twoe Elders have had the hearing and desyding of the cause, if they Cann." Attorneys were not actually forbidden, but they were discountenanced. Selectmen in towns had authority by statute to act in a judicial capacity. The need of men of learning in the law was recognized soon after the union of the Plymouth and Bay colonies. By statute of 1701 they were regarded as officers of the court.

According to Thomas Weston of the Suffolk bar, in his "History of Middleboro, Massachusetts": "By rule of the Supreme Court of Judicature for Massachusetts Bay in 1761, no one was admitted as a barrister who had not practiced three years in the inferior court, and no one but a barrister could appear before that court either in the trial of causes or arguing questions of law. It was the practice for them to wear the black silk gowns, bands and wigs used by the barristers of England. This practice seems to have been discontinued for a few years, but was resumed at the close of the Revolution and again given up a few years later. In John Adams' diary, this appears: 'The bar has at last introduced a regular progress to the gown and seven years must be the state of probation.'

"In 1806 the profession was divided into two ranks, attorneys and counsellors; but a few years after, all distinction between attorneys and counsellors was abolished by the revised statutes."

The title of barrister was first used in this locality by Thomas Newton, one time prosecuting attorney in the Special Court for the trial of the Salem witches.

The breaking up of the prejudice against lawyers was largely due to men of character who came into the profession about two hundred years ago, notably John Read. James Otis spoke of him as "the greatest common lawyer the country ever saw." John Adams called him "that great Gamaliel," and Knapp apparently went the whole distance in

"Biographical Sketches of Eminent Lawyers" when he referred to him as "Distinguished for genius, beloved by the votaries of literature, revered by the contemporary patriots of his country, the pride of the bar, the light of the law, and chief among the wise, the witty, and the eloquent."

In the ante-Revolutionary period, Captain Preston and his soldiers, charged with murder at the famous Boston massacre, were defended by John Adams and Josiah Quincy, Jr. Adams had attained a high reputation as a member of the bar for twelve years. Both were ardent patriots but neither flinched when duty apparently compelled them to give their talents in the defence of persons who represented the tyranny against which they were ready to pledge their lives and fortunes. Captain Preston and six of his men were acquitted and two others were convicted of manslaughter.

John Quincy Adams, son of John Adams, was also a member of the bar, but both father and son were chosen to various public offices in rapid succession, until both eventually became presidents of the United States. Quincy is frequently referred to, even in this day, as "the home of the presidents." They were the only men from Norfolk County to fill that high office.

There was a court trial in Dedham nearly one hundred and fifty years ago which is still referred to at times, so greatly was the country stirred at the time. Unhappily such crimes have occurred in recent years too many times to possess any novelty, but when Jason Fairbanks was on trial for the brutal murder of Miss Fales, the village belle of Dedham, intense excitement prevailed. Fairbanks was one of Miss Fales' admirers. One day he attacked her in a meadow and hacked her to death with a knife.

The trial took place in the Dedham church, the chief justice presiding in the pulpit, his associates occupying the table beneath the high pulpit and the jury occupying neighboring pews. John Lowell and Harrison Gray Otis appeared for Fairbanks. He was found guilty and placed in confinement until time for his execution. Sympathizers contrived to rescue him and assist him in getting to Canada, but he was re-captured just before reaching the border, brought back and eventually hanged.

Delusion of Witchcraft—To which of the "learned professions" belongs the opprobrium of active participation in the witchcraft delusion it is hard to say. All three were bitten by the same bug. The medicine men early discovered that there was no pill or nostrum which would cure either the accused or accuser. Anyone was likely to be accused, and to be accused meant to be convicted, and to be convicted meant to

hang. Some families fled from the Puritan to the Pilgrim colony to escape the accusations of designing persons.

Witchcraft nonsense started in the family of a Salem minister and the clergy took an active part in "explaining" and using it. Judge Samuel Sewall was one of the judges before whom the unfortunate persons were tried on the ridiculous charge of witchcraft. He had the distinction of eventually making a public confession of his mistake on the Fast day, January 14, 1697.

The presiding justice in the witchcraft trials was William Stoughton of Dorchester, for whom the town of Stoughton was named, when it was set apart from Old Dorchester. Unlike Sewall, he never was brought to acknowledge his error.

The Special Court for the trial of witches, over which Judge Stoughton presided, sat during the interregnum between the repeal of the Colony charter and the setting up of the Province charter. The witches were tried without any Colony or Province law on the subject. If there were any legal authority for the trials it was under the English statute of James I. The judges caused to be embodied in the Province laws the rules and practice which they had followed at Salem, and which they had no intention at that time to abandon.

Rev. Cotton Mather will always be associated as long as witchcraft is remembered, with that superstition which led to the hanging of the accused. It is well to remember that none of them were burned, as some sensational, imaginative but ignorant scenario writers and after-dinner speakers have represented. The delusion was bad enough without adding to the criminal madness any extra cruelty. It did not, however, originate in Salem or New England or with the Puritans, nor did it end with them. The last execution for witchcraft in the colony was in 1693. It was continued in England until 1723.

Norfolk County really had so little to do with witchcraft that this is no place for extensive details concerning it. The death toll of witchcraft on this side of the Atlantic numbered thirty-six. Its victims in Europe numbered hundreds of thousands.

The Pilgrims and Plymouth Colony were not touched by the delusion. The mental atmosphere in Holland did not contain it and educated men as a rule no longer held to the relic of heathenism. It was the educated men among the Puritans in this vicinity, however, who promulgated the doctrine most strenuously, especially the clergy and physicians. Satan spoke through the witch, according to the ministers, and prevented the medical science of the day from healing patients, according to the physicians.

Rev. Nicholas Noyes of Salem pointed to eight of his former neigh-

bors and parishioners, hanging from a tree, their bodies swaying in the wind, and piously said to others of his church: "What a sad thing it is to see eight firebrands of hell hanging there."

Rev. Cotton Mather demanded the death of George Burroughs against the real will of the people. It was this brilliant believer in ghosts who rode back and forth on horseback through the crowd in February, 1692, during an execution, smothering the people's sympathy, reminding them that "Satan himself sometimes puts on the garb of an angel of light."

It is not surprising to find that when he was well along in years he chronicled as one cardinal point of the Puritan faith, speaking of "the delight saved souls would enjoy in gazing o'er heaven's battlements, watching the writhing forms of the lost, forever aflame in excruciating agony, yet never consumed."

When death transferred him where he might enjoy that delight, the "New England Weekly Journal," of February 26, 1728, in commenting on his death said:

"He was perhaps the principal Ornament of this Country, and the greatest scholar that ever was bred in it. But, besides his unusual learning, his exalted Piety and extensive Charity, his entertaining Wit, and singular Goodness of temper recommended him to all that were Judges of real and distinguished merit."

Cotton Mather wrote and published three hundred and eighty-two pamphlets and books, and was at one time in voluminous correspondence with fifty or more of the learned men of England on deep, educational topics. The record of his achievements is amazing and those who have not read many of his writings cannot understand the colonial mentality or the New England conscience. But those who have read all of them cannot understand Cotton Mather. He was the colonial prodigy, the conundrum of the period.

Perhaps as fair a sketch of the life of Cotton Mather as has been published was contained in "The Story of Massachusetts," by the late Rev. Edward Everett Hale. It read:

"Cotton Mather, D. D., F. R. S., a celebrated minister and writer, was a native of Boston, born Feb. 12, 1663. He was distinguished for his early piety, and was ordained colleague with his father, in 1684. He was a man of unequalled industry, vast learning, and expansive benevolence, also distinguished for his credulity, pedantry, and want of judgment. No person in America had so large a library, or had read so many books, or retained so much of what he had read. So precious did he consider his time, that, to prevent visits of unnecessary length, he wrote over his study door "be short." He understood Hebrew, Greek, Latin, Spanish, and Iroquois, and wrote in them all.

"By his diary, it appears that in one year he kept sixty fasts and twenty vigils, and published fourteen books, besides discharging the duties of his pastoral office. His publications amount in number to three hundred and eighty-two. His great work was his '*Magnalia Christi Americana*,' or ecclesiastical history of New England, from its founding to the year 1648.

"His style abounds with puerilities, puns, and strange conceits, and he makes a great display of learning. In his '*Magnalia*' he has saved numerous and important facts from oblivion. In the work are contained biographical accounts of many of the first principal settlers. He died in 1728."

The founder of the famous Mather dynasty in America was Rev. Richard Mather of Dorchester. The influence of this famous family on early New England, for better and for worse, is amazing. The family was connected by marriage with several other prominent early Puritans. The second wife of Richard Mather had been the second wife of Rev. John Cotton, the first minister of Boston. Increase Mather, son of Richard Mather, married his stepsister, Mary Cotton. For his second wife, Increase Mather married the widow of Rev. John Cotton of Hampton, nephew of Mather's first wife. Rev. Cotton Mather, so zealous in the persecution of so-called witches and zealous in nearly everything, was a son of Rev. Increase Mather.

Someone attempted to tell the story of the Mather family in the form of an epitaph:

Under this stone lies Richard
Mather
Who had a son greater than his
father:
And eke a grandson more fam-
ous than either;
But the next generation failed—
rather.

Increase Mather went to England and obtained a new charter in 1691 which combined Plymouth and the Massachusetts colonies, and made Sir William Phipps a royal governor, the first of ten royal governors who ruled New England until the Revolution. Among the many positions held by Rev. Increase Mather was the presidency of Harvard College.

Torture of Giles Corey—While the persecutions and murders for alleged witchcraft were originated and carried on by the Puritans rather than the Pilgrims, among those accused was Captain John Alden, eldest son of John and Priscilla Alden of the "*Mayflower*," and he escaped

with his life because he fled from Salem jail and made his way to the ancestral home in Duxbury where he remained in hiding until the hellish frenzy was over. Captain Alden was seized in Boston and taken to Salem for trial. A trial was equivalent to a conviction.

Captain Alden was a sailor and had a sailor's gift of strong language which he flung emphatically against his accusers and the magistrates at his trial. He was placed in prison with many others accused of witchcraft but was fortunate enough to make his escape.

While he remained with his Duxbury relatives, Governor Phipps, in May, 1693, issued a proclamation ordering the release from prison of all who were held on the charge of witchcraft. One hundred and fifty were thus saved, providing they paid their board for the time they had been imprisoned, also fees claimed by the jailers. Those who had not the means to purchase their release remained there till someone paid the bill. An Indian woman, Tituba, was sold into slavery for her fees.

Governor Phipps had been chosen by Rev. Increase Mather and he was sufficiently ignorant and superstitious to become a tool in the hands of the Mathers to carry out their unexplainable schemes. It was not until Governor Phipps' wife had been accused of being a witch that he had a change of heart. In fact one of the first orders from him as a governor was to place heavy irons upon all those in jail. The governor appointed a special court with seven judges, with Lieutenant-Governor Stoughton as chief justice, to try the large number of accused witches in Salem jail. Giles Corey was accused but would not plead guilty or not guilty, knowing that he would be executed in either case but relying on an English law for the protection of his daughters in case he "stood dumb." This would mean no trial and his property would not be confiscated but would go by descent to his two daughters. As for his punishment for "standing dumb," "in such cases the prisoner was to be three times brought before the court, and called to plead; the consequences of persisting in standing mute being solemnly announced to him each time. If he remained obdurate the sentence of *peine forte et dure* was passed upon him; and, remanded to prison, he was placed in a low and dark apartment. He would there be laid on his back on the bare floor, naked for the most part. A weight of iron would be placed upon him, not quite enough to crush him. He would have no sustenance, save only, on the first day, three morsels of the worst bread; and on the second day, three draughts of standing water that should be nearest to the prison door; and in this situation, such would be alternately his daily diet till he died, or till he answered."

Giles Corey was over eighty years of age. His wife had been hanged as a witch because she did not believe in witchcraft. Rather than for-

feit his right to leave such property as he had to his two daughters and yield to that frenzied tribunal, he voluntarily faced the horrible torture of having gradually increasing weights put upon him until the slowly increasing torture and other visitations of hate forced him to give up the ghost.

Rev. Mr. Parris, pastor at Salem village, whose daughter, Elizabeth Parris, was one of the group of girls who generally accused the victims, refused to give up the delusion after Governor Phipps had liberated the prisoners and called no more courts to try witches. He refused to leave his ministry when the people of Salem demanded it, and all the ministers of Boston had to be called in before the community could get rid of the man whose name will always be associated with the six months of terror.

When Judge Stoughton found his occupation of sentencing witches gone, he said: "We were in the way to have cleared the land of them; who it is that obstructs the cause of justice I know not; the Lord be merciful to the country." He was so exasperated that he left the bench in displeasure and never returned.

In our conceit of the twentieth century we are inclined to view the delusions of the forefathers with a pitying smile and think of those days as the days of superstition and of Salem and Boston as places set apart as the home of credulity. We are very careful, however, not to walk under a ladder, start on a journey on Friday and are quite uneasy about the number thirteen. We knock on wood when telling how we have escaped some accident or prevailing disease and in a thousand and one other ways are just as silly as the forefathers in the superstitious slant. They were not free from passion or prejudice, neither are we. The mob rule in Salem differs from mob rule at various times in various places merely in the date on the calendar. As for Judge Stoughton and his disappointment that he could no longer legally murder people accused by a group of designing girls—Elizabeth Parris, aged nine; her cousin, Abigail Williams, aged eleven; Ann Putnam, aged twelve, daughter of the clerk of the parish in Salem where Rev. Mr. Parris preached—he was a faithful follower of the teachings of Blackstone, still regarded as the great legal authority. It was in 1765, a few years before the Revolutionary War and a hundred years after Judge Stoughton had gone to his reward, that Blackstone, the great expounder of English law, wrote: "To deny the possibility, nay, actual existence of witchcraft and sorcery, is at once flatly to contradict the revealed word of God in various passages, both of the Old and New Testaments; and the thing itself is a truth to which every nation in the world hath, in its time, borne testimony either by example, seemingly well attested, or by prohibitory

laws which at least suppose the possibility of commerce with evil spirits."

At the time of the witchcraft craze in Massachusetts a canon in the English church forbade ministers to cast out devils without a license. The Bishop of Chester issued licenses duly authorizing certain ministers to cast out devils. "During this whole century there were trials and executions for witchcraft in all civilized countries. More than two hundred victims were hanged in England; thousands were burned in Scotland, and still larger numbers in France, Germany and Italy. Matthew Hopkins in England procured the death in one year, in one county, of more than three times as many as suffered in Salem during the whole delusion."

It is too early yet to say there is no longer a belief in witchcraft.

"An Intellectual Aristocracy"—This part of the country, and all New England for that matter, was for many years ruled directly or indirectly by the Congregational clergy. Practically ever since, the entire United States has been governed by lawyers. Congregational clergymen conscientiously believed that they were men set apart to rule other people. Many of the early clergymen were educated in universities and there were very few others who had had similar advantages. Consequently the clergymen were by tradition and profession aristocratic and autocratic. They knew their power, used it, and, as the expression is, "got away with it."

The lawyers from earliest times have carried with them the mysterious protection of Latin phrases and high sounding vocabularies, matched by no other profession except the medical men, and, as a result we have had twenty-nine presidents and twenty-three of them have been lawyers. We have had forty-four secretaries of state and all but two of them have been lawyers. Twenty-five of the fifty-six signers of the Declaration of Independence were lawyers. There were fifty-five framers of the Federal Constitution and thirty-one of them were members of the legal profession.

When our Massachusetts lawyer-president Calvin Coolidge read his messages to the Congress, sixty-two out of a possible ninety-six senators were fellow members of that profession, nearly a two-thirds voting power if lawyers could ever be made to agree. In the House two hundred and seventy-nine lawyers were a little more than a majority of the four hundred and thirty-five members.

The offices mentioned might be held by business men and the United States Government would have a more consistent representation in Washington, since business is supposed to be the mainstay of the nation. There are offices which require lawyers, naturally. These

offices were made by lawyers, for lawyers, and no one else could hold them without the system appearing ridiculous. So it is consistent that all of the attorneys-general, all of the judges of the Federal courts, and so on down, taking in all the city solicitors, town counsels and a long list too obvious to mention, have been lawyers.

DeTocqueville describes the legal profession as "an intellectual aristocracy." So were the Congregational clergymen in Old Colonial days. Both believed in their respective days, that it was as it should be. At least our own Senator George Frisbie Hoar said, in his address before the Virginia State Bar Association in July, 1898: "The lawyer is the chief defense, security and preserver of free institutions and of public liberty." Professor Wendell, of Harvard University, says: "It is hardly excessive to say that throughout the nineteenth century, the American bar proved itself a true intellectual aristocracy. In free competition, it forced itself to the fore; it asserted and justified its recognized leadership."

These quotations, among thousands which might easily be given along the same line, remind one of the story of another lawyer, General Benjamin F. Butler. In a dispute between men concerning who should rightfully be regarded the "smartest lawyer" in Massachusetts, it was agreed to leave the decision to General Butler. Accordingly, he was sought out and the question put to him, "Who, General, is the smartest lawyer in Massachusetts?" "I am," was the unhesitating reply. "But how can you prove it?" was the next question. "I don't have to prove it, I admit it," said the general.

Daniel Webster, a Plymouth County lawyer, was called "the expounder of the Constitution" in his day. Since then there have been many expounders and the expounding business will continue indefinitely, since the Constitution of the United States depends upon the bench and bar for its interpretation. Following the failure to impeach Justice Chase of the Supreme Court of the United States in 1805, according to Henry Adams, in his "History of the United States," written in 1889, "Henceforth the legal profession had its own way in expounding the principles and expanding the powers of the central government through the Judiciary."

William W. Cook of the New York bar, author of several valuable books on corporations, principles of law and its powers and responsibilities, says in his "American Institutions and Their Preservation," published in 1927: "For over a hundred and thirty years the Supreme Court of the United States has been applying the Constitution to new conditions and the baffling problems which have arisen . . . the bewildering maze and labyrinth of American constitutional law is something new in

the world. It has supplanted the divine right of kings . . . Our government always has been and will continue to be a government by the legal profession. . . . The power of the American bar is unorganized and unseen, but upon it depends the continuity of constitutional government and the perpetuity of the republic itself."

Decisions Without Aid of Lawyers—In colonial days, when Thomas Lechford was trying to get a living as a lawyer among the Puritans and had to fall back upon "writing petty things which scarce finds me bread, and therefore sometimes I look to planting of corn," a commission was appointed in 1636 to prepare a regular system of laws for the Pilgrims in the Plymouth Colony and other first comers. For fifteen years annually elected officers of the colony had discharged functions, subject only to revision of the voters as a body. Billington, the murderer, was found guilty and executed under no other authority than the oral order of the town meeting or its elected council.

Under a code adopted in 1636, new laws, or changes in the laws, were to be made by freemen in town meeting. Petty crimes and offences were left to the decisions of the magistrates. Laws were added yearly thereafter, and in 1671 a digest was made and the laws were printed.

The First General Court was held October 19, 1630, in which it was enacted that those only should be made freemen who belonged to some church in the colony, and that freemen alone should have power to elect the governor and his assistants. This law was repealed in 1665.

By 1634 the number of freemen had increased to such numbers that it was not desirable to assemble them to transact business in person, and it was accordingly ordered that they should meet only for the election of magistrates, who, with the representatives chosen by the several towns, should have the power of enacting laws. This was the beginning of democratic representation in the colony. It was ten years later that the magistrates or assistants and the deputies were organized into separate branches in the government.

The colonies of Plymouth, Massachusetts Bay, Connecticut and New Haven entered into a confederation in 1643, but under the provision that each colony should retain its own distinct and separate government. The idea of the confederation was to unite forces against the Indians and the Dutch, for mutual defense.

In 1648 the laws of the colony were collected, ratified and printed. That same year Margaret Jones of Charlestown was tried and executed as a witch. In 1652 a mint was established for coining money. That same year the Province of Maine was made a county of Massachusetts, under the name of Yorkshire.

In 1667 cider was added to other spirituous liquors concerning which

restrictive laws were provided. In 1638 the smoking of tobacco was forbidden out of doors within a mile of a dwelling house or while at work in the fields, but, unlike England and the Massachusetts Bay Colony, Plymouth never had a law regulating wearing apparel.

Provision was made against exceeding the speed limit in a law of the colony in 1636 which provided: "that whatsoever person shall run a race with any horse kind in any street or common road shall forfeit five shillings in money forthwith to be levied by the constable or set in the stocks one hour if it be not paid."

In 1633 there was a legal provision which reminds us of the first planting of corn by the Pilgrims under the instruction of Squanto who showed them how to plant with the seed a herring for purposes of fertilization. The law read: "That whereas God by his providence hath cast the fish called alewives or herrings in the midst of the place appointed for the towne of Plymouth; and that the ground thereabout hath been worne out by the whole to the damage of those that inhabite the same; that therefore, the said herrings, alewives or shadd comonly used in the setting of corne be appropriated to such as doe or shall inhabite the towne of Plymouth aforesaid, and that no other have any right or propriety in the same only for bait for fishing, and that by such an orderly course as shall be thought meet by the gov'r & Councell."

By 1638 both colonies had adopted a representation of towns in General Court made up of two bodies, the governor and councillors, called the Bench; and the town members, called Deputies. The two branches sat as one body and made laws. The freeman continued to meet annually in town meeting and had the power to repeal any of the laws adopted by the General Court and enact others.

By more than two hundred and fifty years the Plymouth colony anticipated the initiative and referendum of recent times.

The first republican government of America started in Plymouth County and it has been well expressed by an able writer as follows:

"The institutions, civil, literary and religious, by which New England is distinguished on this side of the Atlantic, began here. Here the manner of holding lands in free socage, now universal in this country, commenced. Here the right of suffrage was imparted to every citizen, to every inhabitant not disqualified by poverty or vice. Here was formed the first establishment of towns, of the local legislature, which is called a town meeting, and of the peculiar town executives, styled the selectmen. Here the first parochial school was set up, and the system originated for communicating to every child in the community the knowledge of reading, writing, and arithmetic. Here, also, the first building was erected for the worship of God; the first minister called and settled

by the voice of the church and congregation. On these simple foundations has since been erected a structure of good order, peace, liberty, knowledge, morals, and religion, with which nothing on this side the Atlantic can bear a remote comparison."

Blue Laws Purely Imaginary—Much has been said about the "blue laws" and the impression has become widespread in every generation that the early settlers of the Massachusetts seaboard, Pilgrim or Puritan, enacted and enforced them. No one seems to have heard of any such laws until Rev. Richard Peters published in 1829 "A General History of Connecticut." With blithesome disregard of the truth, the eminent divine apparently drew upon his imagination regulations for the citizenry of Connecticut which no one had ever met. Using his vivid imagination the writer averred that the laws included the following:

No one to cross a river but with an authorized ferryman. No one shall run on the Sabbath day, or walk in his garden or elsewhere, except reverently to and from meeting. No one shall travel, cook victuals, make beds, sweep house, cut hair, or shave on the Sabbath or fasting day. No one shall read Common Prayer, keep Christmas or Saints-days, make minced pies, dance, play cards, or play on any instrument of music, except the drum, trumpet, and jews-harp. Married persons must live together or be imprisoned. Every male shall have his hair cut round according to a cap.

The towns were accustomed during the Revolutionary period to give definite and minute instructions to their representatives to the General Court and some of these instructions, as they appear on the records of the various towns, show the feelings of the inhabitants clearly. The town of Dedham, at a meeting in 1786, instructed Nathaniel Kingsbury to attempt the reduction of taxes by reducing the salaries of public officers, by lopping off unnecessary departments of government, by abolishing the Courts of Quarter Sessions, by regulating the practice of lawyers or totally abolishing them; also to use his utmost efforts to procure a division of the county, to oppose the emission of a paper currency, to encourage manufacturers, and to prevent the introduction of foreign luxuries.

A writer might go on indefinitely chronicling interesting facts concerning the bench and bar, laws and causes in Norfolk County and in adjacent territory affected by the same causes and experiences. It would be especially interesting to tell of the lives and contributions to the community, state, nation and even internationally of those who have practiced law in Norfolk County, but it cannot be done within the limitations of this volume and could not adequately be done and placed upon a traditional five-foot shelf. There was, however, a trial in Norfolk County of recent date which aroused the entire world, and brief mention

must be made of it as the most conspicuous trial and most far-reaching in the interest which was aroused by propaganda concerning it of any occurrence in Massachusetts.

Sacco-Vanzetti Trial and Execution—A crime committed in Norfolk County, April 15, 1920, was a circumstance which, through propaganda and the unleashing of human passion largely instigated thereby, aroused hatred and violence of people all over the world. Frederick A. Parmenter and Allesandro Baradelli were killed at South Braintree in a pay-roll robbery and the thieves and murderers made their escape in a motor car. It was a spectacular as well as brutal and cold-blooded murder and the criminals, in escaping, fired additional shots at persons who attempted to block their progress, notably a crossing tender at the South Braintree railroad crossing, who was in the act of lowering the gates in their path when they fired upon him.

Nicola Sacco, a shoemaker, and Bartolomeo Vanzetti, a fish peddler, were arrested, charged with the murder and, after a trial, found guilty and sentenced to be put to death in the electric chair, the means of executing the death penalty according to the laws of Massachusetts. Neither man had been especially popular among his associates but an organization developed, calling itself the Sacco-Vanzetti Defense Committee. This committee seemed to be able to secure plenty of financial support to hire noted legal talent and experts and keep the case hanging fire for seven years. Appeals were made in many countries and the contention was made that the condemnation of the men "did not rest solely upon the submitted evidence but was an example of the unfairness that is inevitable when an individual is judged not by his own acts but upon his group and racial affiliations which are grossly misunderstood."

Rev. Roland D. Sawyer, a member of the Massachusetts General Court, sought an investigation of the trial. He said: "The case is a tragedy. If these men die the reaction will be a blow against the fair name of Massachusetts justice from which we can never entirely recover, and worse than that, it will be a blow at the very stability of organized society. The killing of Sacco and Vanzetti in July will do more harm to organized society than all the froth and bluster of all the radicals in all the world could do in a century."

The case was compared with the Dreyfus affair in a letter sent to Governor Alvan T. Fuller of Massachusetts by Miss Jane Addams, social worker, and her associates in the Illinois Branch of the Woman's International League.

Professor Felix Frankfurter of the Harvard University Law School became the author of a comprehensive analysis of the case in the "Atlantic Monthly." He followed the case step by step through its complete

history, and devoted much space to the trial and to what he considered the conflicting evidence introduced by the fifty-nine State witnesses and the ninety-nine defense witnesses. He discussed the coöperation between the district attorney and the Federal Department of Justice, which he characterized as a collusive effort to rid the country of Sacco and Vanzetti because of their alleged radical activities. Judge Webster Thayer's refusal of a retrial Professor Frankfurter characterized as follows: "In modern times Judge Thayer's opinion stands unmatched for discrepancies between what the record discloses and what the opinion conveys."

As an answer to this contention, Judge Thayer's charge to the jury, delivered at the close of the trial at Dedham, July 14, 1921, was recalled. He told the jury:

You must fully realize that into your sacred keeping have been committed the gravest responsibilities, responsibilities that affect the rights of both parties, the Commonwealth on one hand and these defendants on the other. And why are these responsibilities so grave and important? Because the life of each defendant is in jeopardy and to them nothing in the world can be dearer and more precious. . . .

In the administration of the law, criminal and civil, there is and should be no distinction between the parties. Therefore under our law all classes of society, the poor and the rich, the learned and the ignorant, the most powerful citizen as well as the humblest, the unbeliever, the radical as well as the conservative, the foreign born as well as the native born, are entitled to and should receive in all trials under our laws the same rights, privileges and consideration as logic, law, reason, sound judgment, justice and common sense demand. I further beseech you not to allow the fact that the defendants are Italians to influence or prejudice you in the least degree. They are entitled to the same rights and consideration as though their ancestors came over in the "Mayflower."

As the time for the execution neared Governor Fuller made a long and careful investigation and said he was convinced that the two men were guilty of murder, that no evidence had been produced that warranted a new trial, and that their previous trial was fair and without prejudice. He could find no ground on which clemency could be claimed or granted.

Governor Fuller was aided in coming to these conclusions by the advice of President A. Lawrence Lowell, of Harvard University, President Samuel W. Stratton of the Massachusetts Institute of Technology and Former Probate Judge Robert Grant, who had been appointed by him as a commission. It was the unanimous decision of these men, as well as the governor, that no pains had been spared in the inquiry and that the condemned had been convicted after a fair trial and were guilty. Sacco and Vanzetti, witnesses, jurymen and Judge Thayer had been interviewed.

Governor Fuller had also talked with Celestino Madeiros, a con-

demned murderer who had murdered, in cold blood, an aged banker in Wrentham who had refused to pass over the bank's funds. Madeiros had made a confession that was designed to clear Sacco and Vanzetti and the governor was convinced that the confession was false.

An appeal was made to President Coolidge, but the latter held that the case belonged wholly within the jurisdiction of the Massachusetts courts.

During the investigation, Governor Fuller was bombarded with petitions and telegrams from radicals on both sides. Nothing less than hurrying the condemned to the electric chair would suit one group. One manufacturer contended that the "execution was needed forthwith to stop the prevalent undercurrent of hellishness."

Extreme radicals on the other side demanded that Sacco and Vanzetti be pardoned outright and threatened riots and industrial warfare if they were not immediately released. It was evident that many agitators used Sacco and Vanzetti as a means to arouse class hatred and assail the government and this was true abroad as well as in this country. There were many violent demonstrations abroad. The "Spectator," a British weekly with pretensions to conservatism and literary merit, said, in its issue of August 13, 1927: "In the case against Sacco and Vanzetti, heard before Judge Webster Thayer, it seems as though the politics of the prisoners were as much a crime as the murder. They were required to explain why they ran away from war service, what their politics were, what they thought of the war, and so on."

The facts were that the political beliefs of the defendants were introduced into the trial by counsel for the defendants and against the advice, privately given to these lawyers, of Judge Thayer. It is equally true that the judge instructed the jury to disregard the fact that the defendants were anarchists.

The "New Statesman," another British weekly, said: "The trial resolved itself into a perfectly simple and straightforward appeal to racial and political prejudices. . . The judge invited a verdict of guilty because the defendants were Tolstoyan Socialists and 'conscientious objectors' who during the war had fled to Mexico to escape military service!" If the "New Statesman" had been informed sufficiently to presume to write of the case at all, it should have been in possession of Judge Thayer's instructions to the jury as quoted above. So should have the "Nation" and "Athenæum," which stated that "Judge Webster Thayer . . . directed the jury to the verdict of guilty."

A fourth British weekly, supposed to be of equally "high class" as the others quoted, "The Saturday Review," concluded an article with the words that the execution would be an act of "injustice and inhumanity."

These were results in conservative prints, of the propaganda that was sent forth for years by agitators in America and eagerly taken up abroad.

A house in West Bridgewater, in which a family concerned in bringing Sacco and Vanzetti to justice, lived, was dynamited. Another house, the home of one who served on the jury, was dynamited in Quincy.

Upton Sinclair, radical writer, addressed a communication to Governor Fuller from his home at Long Beach, California, one of forty-seven letters and ten telegrams which arrived in the governor's mail by the same delivery. In his long letter, Sinclair said that "Literally tens of millions of people all over the world have their eyes fixed upon this case as a test of American justice. . . If you permit these two poor Italians to be executed, you will put a blot upon the good name of the State of Massachusetts, and of America, which all history will not rub out. . . More than anything else in this world, the propertied classes of America need to maintain a belief in the even-handed justice of the courts; but next July you are planning to strap that belief in the electric chair and turn on the current."

Charles L. Burrill, former State treasurer, and later a member of the Governor's Council, wrote:

"The lord chief justice of Nova Scotia, in an interview I had with him at the tenth anniversary of the settlement of Kentville, Nova Scotia, where I had the honor to represent Massachusetts, said: 'I have the highest opinion of the decisions of the Massachusetts courts and of its eminent lawyers, but the delayed justice of the courts of the States is a source of wonder and concern to English and Canadian jurisprudence.'

"The Sacco-Vanzetti case is an aggravated example. The delay has been accomplished by the immense sums of money contributed by Reds and Bolsheviks, all over the world; with assistance of American sympathizers who are indirectly aiding propaganda to destroy our American institutions."

While able and conscientious men in Massachusetts, with every fact before them, taking the time and using all necessary authority to learn the truth in every particular, were trying their best to leave no stone unturned to promote justice, letters and telegrams, representing prejudice inflamed by insidious propaganda and snap judgment from individuals and organizations of all kinds who could not possibly know the facts, continued to pour in.

Never in the history of the world was a case given such thorough revision, and the case was tried on its own merits. When news of the adverse verdict for Sacco and Vanzetti was published, it was received so quietly that it was evident that it was expected and that the great

majority of the people at large had believed that the two men were guilty or, at least, that, if there was any real possibility of mistaken evidence, the men had the benefit of full and impartial investigation.

Sacco and Vanzetti were executed in July, 1927, for the murder of Frederick A. Parmenter and Allesandro Baradelli at South Braintree. Celestino Madeiros was executed the same night for the murder of the aged banker in Wrentham. The murders were as foul as any which had taken place in Norfolk County since that of Miss Fales by Jason Fairbanks a century and a half before.

Governor Fuller received during his personal investigation approximately 10,000 letters, 5,000 post cards, 4,000 newspaper clippings, 2,000 telegrams and cablegrams, and two clemency petitions totalling nearly a mile in length. After the execution, communications, except those commending him for his courage and thorough investigation, were negligible.

Vaccination Interfered With God's Plan—There is in the Brookline Cemetery a headstone on which is chiselled the following epitaph: "Sacred to the memory of Zabdiel Boylston, Esq., and F. R. S., who first introduced the practice of inoculation into America. Through a life of extensive benevolence, he was always faithful to his word, just in his dealings, affable in his manners, and after a long sickness, in which he was exemplary for his patience and resignation to his Maker, he quitted this mortal life in a just expectation of a happy immortality, March 1, 1766."

The man whose mortal dust lies beneath that stone died at the age of eighty-seven. Forty-five years before men patrolled the streets of Boston with ropes in their hands, seeking to find a middle-aged doctor that they might hang him to the nearest tree, for Dr. Boylston had attempted to check the fearful ravages of smallpox. Boston clergymen argued that the smallpox was a judgment from God for the sins of the people, and that to try to check it would only "provoke Him the more."

Strangely enough it was a Boston clergyman who first interested Dr. Boylston in the matter. Rev. Cotton Mather brought to his attention an account of the transactions of the Royal Society respecting inoculation as practiced in Turkey. It was especially strange that Cotton Mather, of all the clergymen of his time, should countenance doing anything to interfere in what was called "an act of God." He had been frantically against the use of lightning rods because they interfered with what he professed to believe was a means employed by the Almighty to smite with fire those who came under His displeasure. Nevertheless, Cotton Mather, who was responsible for getting more people into trouble than most men of his day, was a crusader for in-

oculation at a time when it was most unpopular. The following account is quoted in Barber's "Historical Collections" without information as to whose writing it is:

"The inoculation of smallpox was first performed in the English dominions in April, 1721, upon a daughter of the celebrated Lady M. W. Montague, who had become acquainted with inoculation as practiced by Turkish women, during her residence in Constantinople.

"About this time Dr. Zabdiel Boylston, of Boston, was induced to adopt the same expedient, from reading an account of inoculation, and made his first experiment by inoculating his only son and two negro servants, on the 27th of June, 1721.

"Probably there never was greater opposition to any measure of real public utility than was exhibited on this occasion. Dr. Boylston was execrated and persecuted as a murderer, assaulted in the streets, and loaded with every species of abuse. His house was attacked with violence, so that neither himself nor his family could feel secure in it. At one time he remained fourteen days in a secret apartment of his own house, unknown to any of his family except his wife. The enraged inhabitants patrolled the town in parties, with halters in their hands, threatening to hang him on the nearest tree, and repeatedly entered his house in search of him during his concealment.

"Such was the madness of the multitude, that, even after the excitement had in some measure subsided, Dr. Boylston only ventured to visit his patients at midnight, and then in disguise. He had also to encounter violent opposition from most of the members of his own profession, and notwithstanding he invited them all to visit his patients, and judge for themselves, receiving nothing but threats and insults in reply. Indeed, many sober, pious people were deliberately of opinion, when inoculation was first commenced, that, should any of his patients die, the doctor ought to be capitally indicted.

"He was repeatedly summoned before the selectmen of Boston, and received their reprehension. His only friends were Dr. Cotton Mather and other clergymen, most of whom became zealous advocates for the new practice, and consequently drew upon themselves much odium from the populace. Some of them received personal injury; others were insulted in the streets, and were hardly safe in their own dwellings; nor were their services acceptable on Sunday to their respective audiences.

"A bill for prohibiting the practice of inoculation, under severe penalties, was brought before the legislature of Massachusetts, and actually passed the house of representatives, but some doubts existing in the senate, it failed to become a law.

"Dr. Boylson lived to see the cause he espoused triumphant, and its

utility generally appreciated. So prone are mankind to vacillate from one extreme to the other that, on a subsequent appearance of the smallpox in Boston, in the year 1792, the whole town was inoculated in three days, to appease the infatuation of the inhabitants respecting the danger apprehended from this deadly pestilence. Persons were inoculated indiscriminately, to the number of 9,152; and such was the hurry and confusion with which it was done, and such the impossibility of rendering proper assistance and attention to so large a number, that 165 deaths were the consequence."

Rev. Mr. Massey preached a sermon in 1722 against "The Dangerous and Sinful Practice of Inoculation." His text was, "So Satan went forth from the presence of the Lord and smote Job with sore boils from the sole of his foot until his crown." Mr. Massey argued that the devil was the first inoculator and Job his first patient. This was the view of the matter taken by clergymen and physicians generally.

During the time Dr. Boylston was in hiding in his house a hand-grenade was dashed into the parlor in which his wife and children were sitting. The family escaped death by the fuse being knocked off against a piece of furniture before the fuse had a chance to burn as far as the explosive.

Dr. Boylston was the first American to be made a "Fellow of the Royal Society." He was nominated for that honor by Sir Hans Sloane, the court physician, with whom he had been in correspondence during the period of his experimentation and persecution.

Diagnosis By Popular Vote—In the town of Bellingham in April, 1777, a town meeting was called to decide whether one of the inhabitants, ill with an apparently serious disease, had the smallpox. It was voted that the man had the smallpox and that a hospital be established in the woods for his accommodation.

On the records of that town is recorded the following: "Voted that the town forbid any person from having the smallpox in the house of Daniel or Silas Penniman, except said Silas, now sick, and if any person or persons be so presumptuous as to have the smallpox in either of them two houses they shall forfeit to the town ten pounds, to be recovered by the treasurer."

In the town records of Weymouth it appears that at a meeting held September 11, 1792, the town refused to permit inoculation for the smallpox, and March 11, 1793, permission was granted for the erection of a hospital for the care of such cases, agreeable to law, under direction of the selectmen.

Back in the days of the colonies there had been terrible experiences

with smallpox. During an epidemic in the decade before the landing of the Pilgrims the Indians had been greatly reduced in numbers and this was one of many such epidemics. One in every seven cases proved fatal in 1721, when there was a large number of cases. Boston had an epidemic in 1752 in which one in every three of the inhabitants was stricken with the disease. There was another epidemic in Boston and vicinity in 1764. Not much thought was given to sanitation at that time and not too much for a hundred years thereafter. Boston had 3,722 cases of smallpox in 1872 and 1,040 proved fatal.

Pulling Teeth, Bleeding and Cupping—The planters of Massachusetts Bay, at a meeting held March 5, 1628, made a proposition "to Intertayne a surgeon for (the) plantacon." John Pratt "was ppounded as an abell men" for the position and he came to New England to care for the health of the planters of the commonwealth. Evidently the members of the company had some doubts of Pratt's surgical ability and trusted to the barbers for that service, as was the custom in minor surgical cases. Robert Morley was appointed "to serue as a barber and a surgeon (on all) occasyons belonging to his Calling to aney of this (Company) that are planters, or there seruants." Pulling teeth, bleeding and cupping were among the services expected of the tonsorial artist in those days. In addition to these, the Puritans had plenty of ministers and the clergy were, after all, the court of last resort, whether in divinity, law or medicine. They were the educated people of the times, made pretensions to universal excellence and, as the expression is in these days, usually "got away with it."

The General Court in 1716 favored building a hospital at Squantum but the location was opposed by Milton, Braintree and Dorchester. The following year the hospital was built on Spectacle Island, and was used for infectious diseases. In later years the hospital was on Rainsford's, Deer and Gallop's Islands at different times.

Women physicians are nothing new under the sun. Colonial records show that Ann Hutchinson, Mrs Sarah Alcock, Margaret Jones and others practiced medicine. There was considerable jealousy in the medical profession then as now, evidently, since Ann Hutchinson was banished to be tomahawked by the Indians and Margaret Jones was the first person hanged as a witch.

The ministers took a leading part in the introduction of variolous inoculation, especially Rev. Cotton Mather. The earliest treatise on a medical subject was written by Rev. Thomas Thacher, first minister of the Old South, on "A Brief Rule to Guide the Common People of New England How to order themselves and theirs in the Small Pocks, or Measels." It was dated January 21, 1677.

Discovery of Painless Surgery—Among the first medical practitioners in the Bay Colony it used to be said, according to Dr. Oliver Wendell Holmes, "Whatever the tacamahacca has not cured the caranna will." These two gums and Burgundy pitch were very popular remedies, many vegetables substances, also lime water, saltpetre and other mineral substances. A certain black powder, made by burning toads to charcoal and reducing the charcoal to powder, was used for small-pox, "ye plague, purples, all sorts of feavers, poyson, either by way of prevention or after infections." This remedy remained in use till some years after the Revolution.

After Dr. Samuel Fuller, physician at Plymouth who came on the "Mayflower," treated the first load of Puritans, he made an entry in his diary: "I have been to Matapan (now Dorchester) and let some twenty of those people blood." There are people still living who can remember when a physician carried a lancet in his case as much a matter of course as a thermometer is carried today.

Dr. Oliver Wendell Holmes, in a chapter which he wrote for the "Memorial History of Boston," said: "It is but a fractional power that the physician has over disease, and a comparatively small fraction over the issues of life and death. But he can avoid the errors of the past which over drugged the sick in the belief that whatever was loathsome to the senses and perturbing to the functions was likely to be useful in disease. . . The greatest of all improvements since the first operator took a knife in his hand, is unquestionably the discovery of the art of painless surgery at the Massachusetts General Hospital in Boston."

District Medical Society—The Norfolk District Medical Society was organized in 1850, and consists of members of the Massachusetts Medical Society residing inside the old county lines, which were changed when Roxbury and Dorchester were annexed to Boston. It corresponds to other district medical organizations "wherein the communication of cases and experiments may be made, and the diffusion of knowledge in medicine and surgery may be encouraged and promoted."

In all matters wherein the general society is concerned, the district society is subject to the regulations of the larger body. A large share of the allopathic and homeopathic physicians of Norfolk County are members of the district society.

CHAPTER LI

GENESIS OF NORFOLK COUNTY

Union of Farming Villages With Dedham as Shire Town—Importance of Dorchester and Roxbury, Which Eventually Became Annexed to Boston and Suffolk County—John Craft First Child of English Parentage Born in Norfolk County Territory—Claim of First Special Town Meeting in New England and First Public School Supported by Taxation — Famous Experiment in Community Life at Brook Farm—"The Mother of Towns," Dedham—Patriotic Resolutions Written by General Joseph Warren—First Recorded Resolutions to Try the Issue With Great Britain—Credit Due the Famous Adams Family—Framework of Government Which Has Stood Test of Time—Coming of Domestic Animals and Farming Implements—Members of the County Family of Towns in Brief—Oldest House in County—Replica of Lincoln Log Cabin—Oldest Singing Society in America—Dedham Horse Thief Society—Weymouth Agricultural and Industrial Society.

Before the county of Norfolk came into existence the territory which it included was embraced in Suffolk County, which had been incorporated in 1643, and also took in the towns of Hingham and Hull in Plymouth County. Since Norfolk County was set apart from Suffolk, Dorchester, Roxbury and Hyde Park have been annexed to Boston and so moved back into Suffolk County.

In the past century Norfolk County, in spite of losing the large towns mentioned, has increased in population from 36,471 in 1820, to 219,081 in 1920. According to the State census in 1925, the population was 262,065.

Much of the surface of Norfolk County is broken and uneven, lending picturesqueness to the scenery. The most noted elevations are the Blue Hills in Milton, the most beautiful elevations in this part of the State, overlooking Boston and Quincy harbors and the bay. There are numerous beautiful estates in the county. Industries are sufficiently varied to make for continued prosperity. Quincy is the only city and is surrounded by twenty-seven towns interesting for their historical experiences and happy in the possession of most of the qualities in which one's lines may be cast in pleasant places.

It was on March 26, 1793, that the General Court of Massachusetts passed the act incorporating the county of Norfolk, to embrace all the territory of the county of Norfolk, except Boston and Chelsea. The act took effect June 20, 1793. Dedham was the shire town. There was another act passed at the same session which excepted the towns of Hingham and Hull, and these towns were later annexed to Plymouth County.

Most of the towns in the new county were farming villages, including Dedham, which had a population of about two thousand persons. There was no court house in the shire town until 1795. The first jail was erected the same year. Both were wooden structures, served their purposes for a time, and were replaced by structures of stone. The lawyers residing in the county were Fisher Ames and Samuel Haven of Dedham, Horatio Townsend of Medfield, Thomas Williams of Roxbury, Edward Hutchinson Robbins of Dorchester and Asaph Churchill of Milton. There had been a time, under colonial government, when lawyers were forbidden in Dedham.

As a matter of fact, the representatives from Dedham in 1786, a full decade after the Revolutionary War, were instructed as follows:

The Order of Lawyers—We are not inattentive to the almost universally prevailing complaints against the practice of the order of lawyers, and many of us too sensibly feel the effects of their unreasonable and extravagant exactions; we think their practices pernicious and their mode unconstitutional. You will therefore endeavor that such regulations be introduced into our courts of law that such restraints be laid on the order of lawyers as that we may have recourse to the laws and find our security and not our ruin in them. If, upon a fair discussion and mature deliberation, such a measure should appear impracticable, you are to endeavor that the order of lawyers be totally abolished, an alternative preferable to their continuing in their present mode.

The wooden jail, erected in 1795, was in use until 1833, although a new stone jail was built in 1817, and at the same time a house for the keeper. The wooden jail's further use was as a house of correction, until the erection of a new brick building on the site in 1833. The jail and keeper's house, erected in 1817, were of stone. The jail was thirty-three feet square and eighteen feet in height. It was in use until 1851, and was that year removed to make room for the structure which succeeded it. The stone house for the keeper stood until 1880.

The present court house dates back to July 4, 1825. White granite from Dover was transported the eight intervening miles, and a Grecian structure erected, ninety-eight feet long and forty feet wide, with porticos at either end, having four Doric columns, three feet and ten inches in diameter at the base and twenty-one feet high. It was completed and dedicated February 20, 1827. The High School addition

was erected in 1861 and, with its surmounting dome, changed the appearance of the building greatly.

The old court house in Dedham, a noted landmark, is said to have been one of the best imitations of the models of antiquity in the United States. Situated on a beautiful green, containing more than two acres, the edifice, of hewn white granite, was ninety-eight feet long and forty-eight feet wide, with a projection at each end, ten feet from the main body of the building, resting on four Doric pillars, which were twenty-one feet high. The whole building showed graceful lines, just proportions, had an appearance of stability as befits a temple of justice. The architect was Samuel Willard of Boston. The material was Dedham granite, procured from a quarry about eight miles away.

There was some dissatisfaction in the make-up of Norfolk County, notably in the case of the town of Weymouth which preferred to belong to Suffolk County, as Dedham seemed a long way from Weymouth when a visit to the county seat was occasioned. After the Revolutionary War, when the question of forming a county was under consideration, some of the towns had one preference and some another, but the General Court placed the towns south of Boston in Norfolk County, as far as the Plymouth County line. August 26, 1793, a committee was appointed in the town of Weymouth to petition the General Court to have the town set off from Norfolk County and reannexed to Suffolk County, but the movement was unsuccessful.

At one time it was proposed to make Medfield the shire town. Objection was made by the inhabitants of Medfield on the ground that holding court would divert the attention of the inhabitants from industry.

Norfolk County has not escaped the variations in county lines, the give and take occasioned by growth of individual towns and changes suggested by public convenience and necessity, which is true of all counties in Massachusetts. As far back as 1868, Hyde Park, now one of the wards of the city of Brockton, was taken from Dorchester, Dedham and Milton, and incorporated as a town. This was April 22, 1868.

The town of Norfolk was made up of portions of Wrentham, Franklin, Medway and Walpole. The date of its incorporation was February 23, 1870. Just two years later, February 23, 1872, the town of Norwood was incorporated out of territory previously parts of Dedham and Walpole. One week later, February 29, 1872, Holbrook was taken from Randolph and made a separate town, as a Leap Year proposition. Wellesley was the next new town, taken from Needham, and incorporated April 6, 1881.

The population of the county in 1880 was 70,922 and the number

of square miles of territory was 445. Roxbury, West Roxbury and Dorchester were originally included in Norfolk County but became annexed to Boston, bringing them back into Suffolk County, out of which Norfolk County was taken March 26, 1793.

Recollections of Old Dorchester and Roxbury—No attempt can be made in a volume given to the history of Norfolk County to go into details concerning the political commotions, and the military activities, in which Roxbury and Dorchester were concerned before and during the Revolution. "The Burying Ground Redoubt" was the first defensive construction. It protected the road to Dorchester and the entrance of Boston. During the eleven months of the siege of Boston the brunt was borne by Roxbury. Belknap, the historian, writing in October, 1775, said: "Nothing struck me with more horror than the present condition of Roxbury. . . The houses are deserted, the windows taken out, and many shot-holes visible. Some have been burnt and others pulled down, to make room for the fortifications."

Dorchester was the home of Rev. Increase Mather and Judge William Stoughton who presided at the witchcraft trials. Having these two men as citizens brought the town prominently into the provincial period. Dorchester had no other part in the witchcraft craze than furnishing the stern judge or, as Palfrey describes him, a "rich, atrabilious bachelor, one of those men to whom it seems to be a necessity of nature to favor oppressive and insolent pretensions, to resent every movement for freedom and humanity as an impertinence and affront."

The early history, colonial and provincial, of Norfolk County's early towns was much the same and not unlike that of the Plymouth Colony, which has been fittingly described in a previous volume. Bounties were paid for crows and blackbirds, bells were rung at nine o'clock each night, men were selected to keep people awake in the meeting-houses and to whip the dogs out, also handle the boys roughly if they behaved like boys. Much of the time of early town meetings was given to settling small matters concerning the churches. Much concern was given to punishing everybody for everything and most people had their days in the stocks. It was a gala day when there was such an occurrence as, on May 28, 1661, when "Judah Browne and Peter Pierson, Quakers, tied to a carts tail and whipt through the town with 10 stripes after receiving 20 at Boston, and again 10 stripes at Dedham."

The Massachusetts Bay colonists are described by J. R. Green as not "broken men, adventurers, bankrupts, criminals or simply poor men and artisans. They were in great part, men of the professions

and middle classes, some of them men of large landed estates; some zealous clergymen, some shrewd London lawyers, or young scholars from Oxford. . . . driven from their fatherland not by earthly want or by greed of gold or by lust of adventure, but by the fear of God and the zeal of godly worship."

The Massachusetts Bay Colony began with the arrival of fifty or or more persons with John Endicott in 1628. The following year five ships brought approximately four hundred settlers. Most of them were servants, bent on bettering their condition in a new country. By the end of 1629, nearly one thousand persons prepared to leave England in seventeen ships, before the winter of 1630. Of early Norfolk County there were two settlements, one at Dorchester and the other at Roxbury. Six other settlements included Salem, Charlestown, Boston, Watertown, Mystic and Lynn. By 1652, the colony included fifty thousand persons, of this number 35,000 coming the last nine years.

In contrast to this rapid growth, Plymouth, settled by seventy-three males and twenty-nine females, had half the number die the first winter. The next fall thirty-five more settlers arrived.

Thomas Weston and sixty-seven others settled in Weymouth in May, 1622. Most of them returned to England the following year.

Another group arrived and set up housekeeping at Wessagussett in 1623, but within a year had returned to England or had become scattered.

In 1628 there were a few squatters at Nantasket, Noddle's Island and Wassagussett and other small groups at Plymouth, Salem, Chelsea, Thompson's Island, Boston and Charlestown, using the present-day names.

In 1630 there were only about three hundred in the Plymouth Colony. They had a hard time but they came to stay. Captain Jones of the "Mayflower" sought in vain to induce one of the women to returns as ship's cook.

Some of the Winthrop party, under the lead of William Pyncheon, were early settlers of Roxbury, of Norfolk County later. July 10, 1630, John Craft, son of Griffin Craft, was born. Dorchester was settled June 6, 1630, Old Style, and Roxbury about the same time. Of course both were under the same general government. John Craft was probably the first child of English parentage born in the territory which has been a part of Norfolk County. Roxbury was annexed to Boston, January 5, 1868, and Dorchester was annexed to Boston January 3, 1870, but both had been settled before the town of Boston. Of course when they became annexed to Boston they went out of Norfolk County and became a part of Suffolk County. Roxbury had been

in Suffolk County once before and was transferred to Norfolk County June 20, 1793. The same was true of Dorchester.

Rev. Samuel J. Barrows, in a chapter which he wrote for the "Memorial History of Boston," said: "Had not the waters of Dorchester Bay been more shallow than those on the other side of Dorchester Heights, we should probably have had to record the annexation of Boston to Dorchester instead of the reverse. In fact there are many of the old residents of the place who prefer to consider the annexation in that light."

Dorchester was the first settled town in Suffolk County, to say nothing of Norfolk County. At a meeting of the Court of Assistants, September 7, 1630, it was ordered the "Trimountaine shalbe called Boston; Mattapan, Dorchester; and the towns vpon Charles River, Watertown."

The second shipload of emigrants from England arrived from Weymouth, England, in July, 1633, and landed at Dorchester, giving that town the distinction of priority of growth as well as priority of settlement. This second ship brought eighty passengers who settled in Dorchester. Dorchester was the largest or wealthiest town in Massachusetts in those days and Prince says "in all military musters or civil assemblies where dignity is regarded, Dorchester used to have the precedence."

"New England's Prospect" was the earliest typographical account of the Massachusetts colony. In it, the first printed description of Roxbury reads: "A mile from town (Dorchester) lieth Roxberry, which is a faire and handsome countrey town, the inhabitants of it being all very rich . . . up westward from the town it is something rocky, whence it hath the name of Roxberry."

The diary and records of Eliot, Sewall, Winthrop, Danforth and others are still in the possession of Roxbury. From one of these diaries we learn how the punishment was made to fit the crime in a certain instance in the old town. The entry is under date of July 12, 1681: "Mr. Lamb's negro in a discontent set her masters house on fire in the dead of night and also Mr. Swans. One girl was burned and all the rest had much ado to escape with their lives." September 22, the incendiary, a women, was publicly burned to death in Boston,—"the first to suffer such a penalty in New England."

"The Free Schoole in Roxburie" originated in 1642. Samuel Hagburne left a bequest of twenty shillings per annum, "when Roxburie shall set up a free schoole in the towne." Some sixty of the more well-to-do-inhabitants, "out of their religious care of posteritie," agreed to make certain annual payments for a term of years, in 1645. John

Eliot was active in the establishment of this school as he was in every good work. It became the "Roxbury Latin School," one of the most richly endowed institutions of learning in New England and having a rich legacy of historical lore. In ten generations the Roxbury boys have obtained from it an excellent start in life. Of the alumni it might be said that no New England town can show a more distinguished roll.

It is claimed that the first special town meeting in New England was held in Dorchester, and that the first Dorchester record book is the oldest town record in Massachusetts. It covers the period from January, 1632, to 1720. One important item, in the records dated May 30, 1639, laid a tax upon Thompson's Island "for the maintenance of a school in Dorchester." It is claimed that this was the first provision made for a free public school. Thompson's Island had been granted to the inhabitants of Dorchester by act of the General Court, March 4, 1634.

Their first public provision made for a free school in America "by a direct tax or assessment on the inhabitants of the town" was to be paid to "such a schoole-master as shall undertake to teach English, latine, and other tongues, and also writing." The elders and seven men for the time being were to decide "whether maydes shalbe taught w'th the boyes or not."

Individual bequests were made later for the support of the free school, the legacy of John Clapp in 1655, that of Christopher Gibson in 1630, and one hundred and fifty pounds given by Lieutenant-governor Stoughton. Although these funds were made over to the city of Boston when Dorchester was annexed, the income from them is still appropriated for the general purposes mentioned in the bequests.

Dorchester is given generous mention in this history from the fact of its importance in ways already mentioned and many others, and from the fact that as early as 1637 Dorchester occupied all the ground at present attributed to it and in addition the limits of the towns of Milton, Canton, Stoughton, Sharon, Foxborough and a part of Wrentham, covering a length of thirty-five miles, from Boston to within one hundred and sixty rods of the Rhode Island line. For a description of the town about that time, we quote from Wood's "New England's Prospect," of 1633: "the greatest town in New England, well wooded and watered; very good arable grounds and hay-ground; fair corn fields and pleasant gardens; with kitchen gardens. In this plantation is a great many cattle, as kine, goats and swine."

Roxbury includes in its boundaries localities in which experiments and occurrences have taken place of much interest and importance. It was in the southwest corner of the town that Brook Farm, the scene

of the most famous of American community life experiments, was located. The original Weld Farm, later the Bussey Farm, is now known for having built upon it the Bussey Institution, the agricultural school of Harvard University. The Bussey Institution includes the Arnold Arboretum.

Boston's first water supply was piped from Jamaica Pond through forty-five miles of pipes, made of logs. The average daily supply of water for Boston at the time of the incorporation of the Jamaica Pond Aqueduct Company in 1795 was 400,000 gallons. The old wooden conduits supplied some portions of the old city until Cochituate water was introduced comparatively few years ago.

Roxbury might be said to have been typical of all the towns in Norfolk County in the War of the Rebellion. It was proposed at a town meeting in 1862 to lay out a new road, and at that meeting, held in West Roxbury, it was resolved that "the only road desirable to be laid out at the present time is the road to Richmond."

Dorchester was equally patriotic and has as proud a record in educational matters. The town passed a vote in 1784 "that such girls as can read in the Psalter be allowed to go to the Grammar School from the first day of June to the first day of October." This is said to have been the first vote in which provision was made for the public education of girls. The good example was not immediately followed by other towns. In the town of Northampton, for instance, it was voted in 1785 "Not to be at any expense for schooling girls." In 1792 that town, after a long struggle in town meeting, voted to admit girls to the town schools from May to October, but those only who were between the ages of eight and fifteen years. Other towns took the same attitude.

Adoption of The Suffolk Resolves—Dedham has been called "The Mother of Towns" and rightfully so, because fifteen towns have been set off from this old shire town, the original name of which was Contentment. The fifteen towns, entire or in part, which departed from the mother town with her blessing were Norwood, Dover, Medfield, Walpole, Franklin, Wrentham, Needham, Wellesley, Millis, and portions of West Roxbury, Hyde Park, Bellingham, Natick, Sherborn and Westwood. West Roxbury and Hyde Park chose to be swallowed up by Boston but that was no fault of Dedham. The town was originally granted to nineteen petitioners, so, as it afterward turned out, there was nearly one town for each petitioner, as a manner of speaking.

Norfolk County was not set off from Suffolk County till 1793, which was exactly one hundred years later than the union of Plymouth and the Massachusetts Bay colonies. Dedham was made the county seat or

shire town of Norfolk County. The Registry of Deeds Building, corner of High and Ames streets, stands on the site of Woodward's Inn, and in that inn was passed the famous Suffolk Resolves, which led to the Revolution and the Declaration of Independence. There was an adjourned meeting of the committee which started the Suffolk Resolves in Dedham and this meeting was held in Milton when the resolves were completed. The resolves were written by Joseph Warren who fell at Bunker Hill, a noble patriot whose memory is revered by every citizen of Norfolk County.

Space will not permit quoting these resolves in full, but one of the opening paragraphs will suffice to show the spirit of the men who originated them and of General Warren who wrote them:

Whereas, the power but not the justice, the vengeance but not the wisdom, of Great Britain, which of old persecuted, scourged and exiled our fugitive parents from their native shores, now pursues us, their guiltless children, with unrelenting severity. And

Whereas, this their savage and uncultivated desert was purchased by the toil and treasure, or acquired by the blood and valor of those our venerable progenitors; to us they bequeathed the dear bought inheritance, to our care and protection they assigned it, and the most sacred obligations are upon us to transmit the glorious purchase, unfettered by power, unclogged with shackles, to our innocent and beloved offspring. On this fortitude, on the wisdom and on the exertions of this important day is suspended the fate of this new world and of unborn millions. If a boundless extent of continent, swarming with millions, will tamely submit to live, move and have their being at the arbitrary will of a licentious minister, they basely yield to voluntary slavery, and future generations shall load their memories with incessant execrations.

On the other hand, if we arrest the hand which would ransack our pockets . . . if we successfully resist that unparalleled usurpation of unconstitutional power . . . whereby the streets of Boston are thronged with military executioners . . . whereby the charter of the colony, that sacred barrier against the encroachments of tyranny, is mutilated and in effect annihilated.

At the celebration of the two hundred and fiftieth anniversary of the incorporation of the town of Dedham, held in 1836, Honorable Samuel F. Haven said in an address concerning the convention held at Woodward's Tavern: "Those who now or in other times shall examine the journal of the earliest Congress, held at Philadelphia, in search of the first recorded resolutions, to try the issue with Great Britain, if need be, at the point of the sword, will find the doings of this convention entered at length upon its pages, appearing as the medium through which the object of their assembling was first presented to their deliberation and serving as the basis of their subsequent proceedings."

On the site of the tavern in Dedham where the committee was appointed to draft the Suffolk Resolves are two tablets of bronze informing the reader:

Here met on Sept. 6, 1774,
 The Convention
 Which three days later at Milton
 Adopted the Suffolk Resolves.
 They lighted the match that kindled
 the mighty Conflagration of the
 American Revolution.
 Here were the Birthplace and Home of
 Fisher Ames.
 Advocate—Patriot—Statesman
 1758-1808.

On a tablet at the old house in Milton where the Resolves were completed appears the following:

In this mansion
 On the ninth day of Sept., 1774, at a meeting of the Delegates of
 Every town and district in the Co. of Suffolk the
 Suffolk Resolves were adopted.
 They were reported by Major Gen'l (Jos) Warren, who fell in their defence
 in the Battle of Bunker Hill, June 17, 1775.
 They were approved by the members of the Continental Congress at
 Carpenter's Hall, Philadelphia, on the 17th of
 September, 1774.
 The Resolves to which the immortal patriot here gave utterance,
 the heroic deeds of the eventful day on which he fell led the
 way to American Independence.
 Posterity will acknowledge that virtue which preserved them
 free and happy.

It will be recalled, as recorded in the chapter in this volume on "The Three Learned Professions" how Dr. Nathaniel Ames wrote in his diary, April 3, 1802: "Nothing will go with fools without a lawyer, but from good company they are excluded; or, if they get in, they spoil it." The words were written by the father of the most distinguished lawyer of Dedham at that time and, perhaps, of any time, Honorable Fisher Ames. Just what the elder Ames, physician, astronomer, tavern keeper and almanac maker, had in his thoughts when setting down his daily entry in his diary cannot be known but he was proud, and justly so, of his distinguished son, educated in the law. The following is a satisfactory sketch of the career of the younger Ames:

The Honorable Fisher Ames, LL.D., was a native of this town. This civilian, eminent for his talents and oratory, graduated at Harvard College, in 1774. He not long afterwards studied law in Boston. The affairs of the Revolution drew his attention to politics, and he became conspicuous by his speeches in the convention of his native State, on the adoption of the Federal Constitution. He was chosen a member of the first Congress, after the organization of the general government in

1789, and for eight successive years was one of the most distinguished members of that body. He held the first rank among his countrymen and contemporaries, in strength and splendor of endowments, lofty eloquence, a profound acquaintance with the science of government, and an enlightened and ardent patriotism. His health then failed, and he withdrew from public life. The lustre of his character, however, continued undiminished. His retirement was adorned by uncommon amiability, modesty, and simplicity of manners, and the virtues of an enlightened and exemplary Christian. He died July 4th, 1808. His writings, prefaced by a memoir of his life, were published in one volume 8vo. 1809.

Starting of A Famous School—It is always treading on dangerous ground when a writer attributes to any special town or locality the distinction of being first in the field in any reform or progressive movement. There are numerous places which claim to have taken the first official action in defiance to the tyrannous government of Great Britain. There are as many which defy any other towns to rob them of the glory of having started the public school system going on its glorious way. Braintree was one of the early towns to have a free school and most towns in Norfolk County set the schoolhouse next to the meeting-house, both figuratively and physically.

The new year 1642-3, was started by the inhabitants of Dedham with a town meeting, held January 2, with fifty-one persons present. According to a record of the meeting, "It was with an unanimous consent concluded that some portion of land in this extended division should be set apart for public use, 'for the Towns, the Church and a free schoole, viz 40 acres at the leaste or 60 acres at the most.'" Notice that this action was unanimous. It was six years after Dedham was founded and six years after Harvard College was founded, as both were established the same year.

Town records show that the school was in operation in 1644 and Ralph Wheelock was teacher, probably the first. From him descended the first and second presidents of Dartmouth College. He moved to Medfield and was a teacher there. On the church green, facing High Street, is a bronze tablet, placed there by the Commonwealth of Massachusetts, June 17, 1898, recognizing one of Dedham's most signal honors. The inscription reads:

This tablet is erected by the
Commonwealth of Massachusetts
to commemorate the establishment
by the inhabitants of Dedham
in town meeting assembled
on the first of January, 1644

of a Free Public School
to be maintained by general taxation.
Near this spot stood the
First School House built by the town
1649.

Dorchester and other places have made claim for the honor of having the first public school on the American continent. It is believed that Dedham had the first school entirely supported by general taxation of the inhabitants. Marshfield in Plymouth County and Dorchester in Norfolk County had schools early established by voluntary private contributions.

Quincy of Quincy and the Adams Family—At the celebration of the three hundredth anniversary of Quincy in 1925, Hon. Perley E. Barbour, at that time mayor of the city, said: "Tonight we look back through three centuries and recall our very humble beginnings here at Merry-Mount. The little trading post has become a great city of over 60,000 people. In this population of today are the lineal descendants of the founders and the blood of every nation on the face of the earth. Under happy auspices the process of assimilation has gone on, and we believe today no city is more truly American than this city of the Presidents."

At that same celebration, Hon. Herbert Parker, in referring to the early settlers said: "Brave as the bravest of the men of your ancestry were their mothers, their wives, their counselors and their companions. Here came, and here, in 1661, in Braintree, died Joanna Hoar, as is told by the inscription on her gravestone in the ancient burial place of Quincy. Most excellent and honored mother of patriots; her children, in pulpit, council house, college and battlefield, ever and in every generation of American life, among the foremost of New Englanders, in all that has created and sustained our nation. . . .

"Through one daughter of Joanna Hoar, of her mother's name, is traced the line of the elder branch of the Quincys whence came Abigail Adams, granddaughter of Colonel John Quincy, who was himself grandson of Joanna Hoar, through her second marriage with the third Edmund Quincy of Braintree. Thus was commingled the blood of the families of Adams and Quincy, and of Everett, with whose names the history of Massachusetts and even of our America would be as of the sky arching over us, but without its stars.

"Colonel John Quincy, whence Quincy takes its name, was grandson of the immigrant Edmund Quincy, one of the landowning gentry and builder of the Quincy homestead, now one of your cherished landmarks. Of this John Quincy it is fitting to speak in just praise, and so to reveal those qualities of character and mind from which the virtues and

achievements of the long line of his illustrious descendants had their source.

"John Quincy, of Quincy, was moderator of every town meeting in Braintree until his death, speaker of the House of Representatives, colonel of the militia, member of the Council, negotiator of treaties with the Indians, and, by petition of the harassed remnant of the Ponkapoag tribe, appointed their guardian and protector.

"John Adams, his kinsman by marriage, with characteristic candor has described him as 'a man of letters, taste and sense, an experienced and venerated statesman' studiously avoiding any 'ensnaring dependency on any man, and whatever should tend to lay him under any disadvantage of his duty.'

"Here John Adams, first of your Presidents, was born. His life, as that of his son, a successor in the presidency, and that of his grandson, in their several phases, are parts of the international history of their times, yet are inseparable and essential features of the story of their own community and of their own homeland.

"The lineage of the Adamses was the very fibre of New England, woven into the texture of its ideals and the realities of the institution of its government; as real a part of the Commonwealth of Massachusetts and of our Union as are the elemental ledges of the everlasting granite which bind together the borders of your city and fix its place upon the earth.

"Here John Adams passed the years of his earlier youth. . . . He strove mightily to frame and to proclaim from the Congress the Declaration of Independence, and though Jefferson gave it words, John Adams gave it life . . . His kinswoman, Hannah Adams, had referred in a letter to 'the humble obscurity' of their common ancestry. Bluntly he observed in reply that if he could ever suppose that family pride was in any way excusable, he should think that a descent from a line of virtuous, independent New England farmers for a hundred and sixty years, a better foundation for it, than a descent through royal or noble scoundrels ever since the flood.'

"We should know the old Massachusetts better if we could know more of this testy son of the soil, old John Adams, who has made so much of its history.

"In July, 1767, a son was born to John Adams and his wife Abigail. The grandmother of the child, a daughter of old John Adams, who passed from life at the moment of the child's birth, had asked that he bear her father's name, and so came John Quincy Adams into the life and history of your town and later, as Minister, Secretary of State and President, into the world history. . . . Defeated for reelection by Jackson, he

retired to the brief privacy of a home life at Braintree. Von Holst, a most discriminating student of American history, has described him as the last of the statesmen Presidents of the historian's time."

This other favorite son of Norfolk County who became President of the United States followed Monroe. He was John Quincy Adams, son of John Adams, and, like his father, a native of Quincy. He was an expansionist, having great faith in the growth of the United States and desirous of gaining additional territory. He was in favor of taxing Canada, buying Texas, securing Cuba by annexation and extending the United States to the Pacific Ocean, but he was unable to convert Congress to his way of thinking.

When he came up for reëlection in 1828, he was defeated by Andrew Jackson. It was during Jackson's term of office that the first railroads were built in the United States and, strange to say, first of all was the Granite Railway, built in Quincy, the home town of the man he defeated. One reason for the defeat of John Quincy Adams was that some of the new states were tired of having the president come from Massachusetts and Virginia. At the end of Adams' term Virginia had furnished presidents thirty-two years out of the forty that the Constitution had been in operation. Massachusetts had furnished, from Norfolk County, the two Adams, who served the other eight. Not until Calvin Coolidge became president at the death of Harding did the honor again come to Massachusetts, almost a hundred years intervening.

John Quincy Adams was unable as a presidential candidate for reëlection to overcome the popularity of Andrew Jackson on account of his fame at the battle of New Orleans. Although he was uneducated and a very poor speller Harvard College made him Doctor of Laws. He wanted to fight anybody who criticized his deceased wife. He killed Charles Dickinson in a duel for that reason. In his latter days he professed to forgive everybody except those who had slandered his wife. It is said some of the people of the South have voted for him regularly ever since his campaign against Adams.

Spirit of the Founders Still Exists—The story of the Norfolk County towns is the story of the Commonwealth of Massachusetts. The record of sacrifices, privations, overcoming difficulties, meeting new problems, responding to the numerous calls to duty, of obstacles surmounted and successes achieved have not been peculiar to this county. Weymouth was the first settlement within what afterward became the colony of Massachusetts and later absorbed the Plymouth Colony. The place of the beginnings was accidental or determined by choice after superficial explorations. It was the spirit of the colonials, the provincials, the patriots and those who dared and did which wrote a record in deeds for

which we honor those who have gone before us but to whom we owe a large measure of what we have and what we are.

There is not a town in Plymouth County without a record of local history of which the inhabitants now sleeping in the quiet burial grounds or those worthily succeeding them in the affairs of today, were and are justly proud.

At the tercentenary celebration of the town of Weymouth, June 16, 1923, former Governor Channing H. Cox of Massachusetts, said: "I believe that it still remains true that human nature is much the same today as it was three hundred years ago when the settlement was laid here. Men give evidence that they have the same elements of strength, and sometimes they give evidence that they are susceptible to the same temptations; that they yield themselves to the same prejudices, and they indulge in the same weaknesses.

"The men who laid the foundations of Plymouth and of Wessagussett, and of these other old towns in Norfolk and Plymouth Counties; the men who laid the foundation of a new state here on this continent understood with a remarkable foresight what would be required. And so they erected the frame-work of a government which would permit the multiplying of industries, the expansion of commerce, and the increase of wealth; but it was all predicated upon the assumption that the citizen would intelligently and loyally discharge all of his obligations to the community as a whole. And although many experiments in government have been tried. . . they have tried them in the laboratories of Germany, of Italy, of Russia and other countries in the world. . . so far they have failed to make any substantial improvement upon the Yankee invention of representative government, which is ours to enjoy, and under which we live."

On one occasion Curtis Guild, Jr., a former governor of Massachusetts, said: "Free government of Plymouth, Dorchester, Massachusetts, Maine and finally of all in one, blossomed into one free republic, that has become the first great Power in the world."

William T. Davis, the Plymouth historian, said: "In the cabin of the 'Mayflower' not only was the foundation of republican institutions on this continent laid, but the first New England town meeting was held and the first elective officer chosen by the will of a majority."

When Domestic Animals Were Legal Tender—When Peregrine White was born and rocked in the cradle of the deep on the "Mayflower," in Provincetown Harbor, there was not a cow in America. Peregrine had grown to a lusty youngster before he had a taste of the bovine lacteal fluid now considered so essential in the bringing up of infants.

The Massachusetts Bay colonists brought over many things. In fact that settlement started as a picnic, compared with the beginnings of the Pilgrims. Some cattle which had reached Virginia were secured by intercolonial trade by 1650. The cattle which early came from Europe came from Devonshire and the present Devon stock came down from those early arrivals. Cattle came into the Puritan colony in 1633 by way of New Hampshire. They were Danish cattle.

Sheep were imported early in colonial days but wolves and lack of shelter in several winters made it hard to raise them. The sheep raising industry was encouraged by the Massachusetts Bay Colony because of the necessity of raising wool for clothing. Special privileges in public pastures were granted for sheep. In the vicinity of Boston in 1687 there were 214 sheep on thirteen farms. One farm had a flock of forty. In the same year there were one hundred and ninety-five cattle in Brookline or Muddy River as it was then called. This locality was used to pasture the cows while beans and corn were planted in Boston. Now it is not the cows but the tired business men who are sent to Brookline.

The first plow made its appearance in the Plymouth Colony twelve years after the landing of the Pilgrims. In some instances the first plows were owned by the towns, but at the middle of the seventeenth century there were as many farms in Massachusetts on which there were no plows as those which had this needful implement. Hand implements were scarce and many of them were of home manufacture.

Many towns not only owned plows which were rented to the inhabitants for a consideration, but cows were also held in common and might be assigned to poor families. Such community cows were usually gifts to the town to be used for the relief of the poor.

In giving out land in the establishment of towns the number of cattle was one of the things taken into consideration. A person who had no cattle was sometimes granted about thirty acres of mowing ground. Those who had two cows, steers, or yearlings had at least two acres for each animal and for a horse at least four acres.

Much land was held in common and in some towns there was a division for a cow common, ox common, calf common and sheep common.

There were titles as late as 1880 on Cape Cod which consisted of "one-eighth of a cow right."

In 1662, the General Court ordered that the inhabitants of one county should pay their taxes to the county treasurer in fat or young cattle, as well as in corn, at current prices in that vicinity.

One of the early entries on the books of Harvard College is "A goat of the Watertown rate. And he dyed." Another entry mentions a

"sheep weighing sixty-seven pounds." Animals were regarded as legal tender. Cattle and horses were frequently included in payments for public debts but, if so offered, no "lean cattle or horses" were bound to be accepted.

Export and import duties were imposed in trading between the colonies. In 1680 imposts were placed upon the importation of cattle from other plantations; and protective duties were levied to prevent the "filling up our market and incapacitating our inhabitants to sell what they breed and raise."

Municipalities in Norfolk County — Bellingham is eighteen miles southwest of Dedham, the county seat of Norfolk County, but, for all that good distance, it was a part of Dedham until incorporated as a town in 1719.

The first settlement in Braintree was in 1625, when it was called Mount Wollaston. In its early days it included Quincy and Randolph. Braintree was incorporated in 1640.

Brookline, once a cow pasture for Boston in the time when the corn was growing, belonged to Boston until 1705. Elsewhere is told how there was an agreement by which Brookline, or Muddy River Hamlet as it was once called, was freed from the burden of taxes as a sort of special grant from Boston.

In the days when Dorchester included Canton, Foxborough, Sharon and Stoughton, the south precinct of Dorchester was what is now called Canton. It became the first parish of Stoughton, as the latter was incorporated in 1726 and Canton not until 1797, four years after the naming of Norfolk County. In Canton is the Massachusetts Hospital School for crippled children.

Cohasset was originally a part of Hingham, now in Plymouth County, but was incorporated in 1770.

Ten years after the original settlement of Mount Wollaston, now Braintree, there was a settlement made ten miles southwest from Boston, and thirty-five miles northwest from Plymouth, to give the distances from the original Pilgrim and Puritan strongholds in the early days. This settlement, in 1635, was called Dedham and became the shire town of Norfolk County.

Dorchester, once an important part of Norfolk County, was incorporated in 1630, having a settlement of considerable importance before Dedham was settled. At various times it became annexed to Boston. Dover was a part of Dedham but had ambitions to be incorporated as a separate precinct, which was accomplished in 1748. It was incorporated as a town in 1784.

There was a part of Wrentham, Walpole and Stoughton which com-

plied with the requirements of that time to be given separate existence and so was incorporated as the town of Foxborough. This section had a settlement previous to 1700. The Foxborough State Hospital is located here with Dr. Albert C. Thomas as superintendent.

When Benjamin Franklin was in France, representing the colonies, in 1778, a part of Wrentham was set apart as a new town which chose to take the name of the brilliant colonist. It had been a distinct parish since 1737, but, even at the time of incorporation as a town, did not possess a bell to summon the inhabitants on the Sabbath. A Boston friend wrote to Dr. Franklin, suggesting that he present the new town which had taken his name with such a calling force for the new meeting-house under process of erection. Dr. Franklin responded that "he presumed the people in Franklin were more fond of sense than of sound; and accordingly presented them with a handsome donation of books for the use of the parish," accordingly to Smalley's "Centennial Sermon."

Medfield is one of the towns which was originally a part of Dedham and Medway was a part of Medfield. Medfield was incorporated in 1650. Medway was incorporated in 1713. A State hospital for mental diseases is located at Medfield.

In 1662, the town of Dorchester voted that Unquety should be a township and it was incorporated as the town of Milton in that year. The Indian name of the locality was Uncataquisset, so it is supposed that the vote of Dorchester meant the same thing, although the spelling varies considerably.

Another town, taken out of original Dedham, was Needham, incorporated under that name in 1771.

Although Braintree is given as the oldest town in Norfolk County, the scene of the first settlement was in what is now called Quincy, a town taken out of Braintree. Quincy is the only city in Norfolk County, famous for having been the birthplace of two of the early presidents of the United States and for various other things of importance.

Braintree gave up another portion of its territory when Randolph was incorporated in 1793. The town took its name in honor of the first president of the American Congress, Peyton Randolph of Virginia.

Roxbury, a town which became annexed to Boston and so became a part of Suffolk County, relinquished its Norfolk County membership much to the regret of the other towns. It was incorporated in 1630.

The first parish of Stoughton became Canton and the second parish was incorporated as Stoughtonham in 1765. It changed its name to Sharon a little later. It is in that town, that Deborah Sampson, heroine of the American Revolution, lived during her married life, the wife of Benjamin Gannett. A monument in Sharon marks her resting place.

She was a native of Plympton in Plymouth County. A story of her enlistment, under the name of Robert Shurtleff, is given in the volume of this history referring to Plymouth County. Sharon is also the town in which is located the bird sanctuary maintained by the Massachusetts Audubon Society at Moose Hill.

As has already been stated, Stoughton was originally a part of Dorchester and from it came Foxborough, Canton and Sharon.

Walpole was incorporated in 1724. Previously it was a part of Dedham. It is in Walpole that the Norfolk County Agricultural School is located.

Weymouth is the town in which the second settlement in Massachusetts by the British took place. It was there that Captain Myles Standish and others fell upon unsuspecting but suspected Indians and massacred them, taking back to Plymouth, for display on a pole on the fort, the head of one of the chiefs, suspected of plotting against the Pilgrims. The place was called by the Indians Wessagussett.

Wrentham was set apart from Dedham in 1661. It was incorporated as a town in 1673. The Wrentham State School is located in the town.

The town of Avon, which holds the northern gateway to Brockton, the only city in Plymouth County, was incorporated February 21, 1888, taking a part of Stoughton. Parts of Holbrook and Randolph were annexed April 16, 1889.

Millis, now a town of more than 1,800 inhabitants, was a part of Medway until February 24, 1885.

The town of Westwood was a part of Dedham until its incorporation April 2, 1897. It has a population at present exceeding 1,700 inhabitants with a total valuation of more than \$4,000,000 at the end of three decades of separate existence.

The latest town to come into the Norfolk County family as a separate municipality is Plainville, incorporated April 4, 1905. Previous to that date it was a part of Wrentham. Its population in 1925 was 1,512. The total valuation of real and personal property is a million and a half dollars. Less than a quarter of a century old, the town has made commendable progress and has modern municipal departments functioning in a way which makes the town thoroughly up-to-date and progressive.

Old Fayerbankes House In Dedham—The oldest house in Norfolk County and one of the oldest in New England, is the Fayerbankes House in Dedham. It was erected in 1636, the year Dedham was founded. "The sturdy race of Fairbanks through eight generations have been born, have lived and died in this quaint old house." It was built by Jonathan Fairbanks, the ancestor of the family in America. He came to Boston in 1633 and three years later moved to Dedham and

built the house. It is in three sections. The middle part has a pitch roof extending down over the lean-to at the back to within a few feet of the ground. There are two wings with gambrel roofs. The whole length of the house is seventy-five feet.

The first Colonial houses were of one story, with very steep roofs, built of clay, mud or hewn logs, covered with poles and thatch. Thatched roofs were early prohibited on account of danger from fire. Then came the frame buildings of two stories in front, sloping down to one story in the rear. They usually faced south. Frames and boarding were usually of heavy oak, built to last for centuries. The Fairbanks house is a good sample. Many early houses had the second floor project beyond the wall of the first, so that the Indians might be treated to hot water or fired upon from above. Few houses were painted, even at the close of the seventeenth century.

Replica of Lincoln Log Cabin—Travelers to Denmark are sometimes taken by well-meaning guides to Elsinore and shown, in all seriousness, Hamlet's Castle, in which the melancholy Dane is supposed to have lived, stabbed Polonius, repeated his famous instruction to the court players, fought a duel with Laertes, fallen in love with Ophelia, seriously contemplated the relative advantages "to be or not to be," and otherwise ran the gamut of life as presented in Shakespeare's play of "Hamlet." It is a castle well worth seeing, even though Hamlet never saw it. Norfolk County is a long way from the wilderness of Kentucky but it contains a Lincoln Cabin, just like the one in which the great emancipator lived and ciphered with charcoal on a shovel. Even though not one and the same it attracted not less than 15,000 visitors last February.

An interesting event, annually on February 12, is the observance of Lincoln's Birthday, which is held in the log cabin replica of the Emancipator's birthplace, constructed in 1924 for Miss Mary Bowditch Forbes. Thomas W. Murdoch, the contractor, went to Hodgenville, Kentucky, took careful measurements and carried them out. The cabin is located at No. 215 Adams Street, Milton. Markham W. Stackpole, chaplain of the 102d Field Artillery, Twenty-sixth Division, American Expeditionary Forces, and Headmaster Stacy B. Southworth of Thayer Academy, and John Mahoney, a Milton school boy, were speakers in 1927.

There are a great many authentic Lincoln relics in the cabin.

On Lincoln's Birthday, in 1928, Miss Forbes entertained a large number of guests. She was assisted in receiving by Miss Helen Nicolay of Washington, District of Columbia, daughter of Abraham Lincoln's private secretary, John George Nicolay. Mr. Nicolay, with John

Hay, wrote a life of Lincoln and Miss Nicolay found in her father's desk some notes from which she wrote "Personal Traits of Abraham Lincoln," and a boy's life of Lincoln.

The speakers in 1928, at the cabin were Rev. Edward T. Sullivan of Trinity Church, Newton, and Mayor Edwin O. Childs of that city. A piece of old rail from the cabin built by John Hanks and Abraham Lincoln in 1830, was exhibited for the first time. This cabin was shown on Boston Common in May, 1865, and among those who visited it were General Grant and staff, the mayor of Boston, and Honorable Charles Sumner.

Abraham Lincoln addressed the citizens of Dorchester on Monday evening, September 18, 1848, at Richmond Hall, in that town. That night he spent in the house at the corner of Washington and Sanford streets, Dorchester Lower Mills.

The Lincoln cabin is opened by Miss Forbes on Memorial Day each year as well as on Lincoln's Birthday.

Society Has Sung A Century and A Half—The Stoughton Musical Society is said to be the oldest musical organization of its kind in America. Notable men of Norfolk County came together on November 7, 1786, and organized and adopted a constitution, in which it was set forth that "every member shall behave with Decency, Politeness and Dignity; and whosoever behaves disorderly shall be punished according to the nature of his offense, as the society shall order."

The first president was Elijah Dunbar, and a history of the society shows that he remained in office until 1806. He was succeeded by Captain Samuel Talbot, one of the original members, by whom the presidency was held until 1818. Captain Talbot had been vice-president from the date of organization. The original secretary or registrar was Lieutenant Samuel Capen.

The first singing book used by the society was the "Worcester Collection," the first type music published in America, by Isaiah Thomas. In 1829 the society issued its own publication, "The Stoughton Collection." The book was from the press of Marsh & Capen in Boston, and ran through several editions, being the textbook for the society many years. The society again published a singing book called "The Centennial Collection," in 1878, with the assistance of Oliver Ditson.

The old constitution had answered the purpose very well and the members behaved "with decency, politeness and dignity," for the most part, but in 1787, a new constitution was adopted. Lest there be any mistaken ideas, the preamble set forth the consistency of man cultivating the voice, since he was "of that elevated rank of beings capable of sending forth the praise of God."

When it came time for a new generation to add its conviction, the constitution was changed in 1801, and the preamble asserted that the study and practice of vocal music was a "Divine institution, promotive of friendship and sociability." There have been some revisions since.

The society has lost none of its popularity as it has come down through one generation after another. It is still popular and its members are proud of their affiliation. The old "tunes" are sung with zest at the annual meeting and other gatherings by descendants of those who used the tone "pitch forks" in olden days.

Society in Dedham For the Apprehension of Horse Thieves is the name of an organization which has also come down from the long ago, is still a going concern, has its annual meetings and includes among its members those who are prominent in the social, industrial and historical affairs of the shire town and the county in general.

It is the oldest society of its kind in the United States, having been founded in 1810, when Dedham included the present towns of Norwood and Westwood. In those days horse stealing was common, or, at least, too frequent to be looked upon with impunity. Many such organizations were formed in country communities for mutual protection.

The first treasurer was Eliphalet Baker and he seems to have been the most prominent official.

In 1868 the society was re-organized upon a permanent and business basis with Sanford Carroll as president. For many years the society has been a purely social affair. There have been suggestions that it modify its purposes to include apprehension of poultry or automobile thieves, or both, but the members believe in holding to the traditions of the founders and specializing in their endeavor.

At the one hundred and seventeenth annual banquet and business meeting at Dedham, December 7, 1927, Frederick C. Cobb, the president, spoke interestingly from old records which he had on hand for exhibition. Mr. Cobb is treasurer of Norfolk County.

Weymouth Agricultural and Industrial Society — This society dates back to 1863, when George H. Bates of South Weymouth obtained an option on a tract of land bordering on Old Swamp River and a new road from the village to Mosquito Plain, with the intention of building a race track. Others became interested and suggested that the track be built for public use and an agricultural society formed. A meeting for organization was held October 31, 1864. John L. Bates became the first president, Henry F. Woodman recording secretary, and George H. Bates, corresponding secretary.

Fairgrounds were purchased and the first kite-shaped track in the country laid out by Quincy L. Reed. The first fair was held Septem-

ber 20 and 21, 1865, and was a grand success. The succeeding fairs have been educational along agricultural and industrial lines, and horse racing has been one of the leading attractions. Several Massachusetts governors have attended the fairs in various years. For many years entertainments were held at the fairgrounds every Fourth of July. The first coaching and trade parade of the society was given in 1903.

CHAPTER LII

INDUSTRIAL RISE AND DEVELOPMENT

British Army Officer From Boston Garrison Assisted in Establishing Paper-making in Milton—Driving the Bell Cart For Old Rags—Carnival of Spinsters on Boston Common—Beginning of Flint Glass Industry in Dorchester—First Cotton Factory With Power Loom In Massachusetts Set Up In Canton—Paul Revere Refused Monopoly On Copper Manufacture—Deliberate Falsehood in a Bible—Straw Bonnets—Shipbuilding, From Colonial Crafts to Warships—First Railroad In America Built To Develop Granite Industry and Build Bunker Hill Monument—Marvelous Engineering Feat at Minot's Ledge—Stories of Craftsmen and Early Leaders Told in Sermons on Stones.

When one contemplates a record from the landing of the Pilgrims at Plymouth, or the landing of the Puritans at Salem, including as many other little landings as pleases his fancy—Cuttyhunk and Mount Wollaston, for instance—he still finds that the record does not extend very far back as the world wags. Nor need he be especially surprised to find that it was during the first generation after these “landings” that great industries were begun which are still going concerns, important in the industrial development and magnificence of Massachusetts. Governor William Bradford and Captain Myles Standish of Pilgrim fame, representing the State and military affairs of their time, seriously proposed the building of Cape Cod Canal and its ownership by the government, which was started on the “Mayflower.” It was three hundred years before it was completed, and the last yard of red tape incidental to its being owned by the government has not been enrolled and definitely pinned at the time this chapter is being written in 1928.

Shipbuilding, the manufacturing of boots, shoes and leather products in general, iron working, brick and glass making and printing were recognized industries before 1650 and existed on quite a secure footing. Shoes became a product for export within ten years after the settlement of Boston.

The Legislature of the Province of Massachusetts Bay extended aid and encouragement to those who sought to develop industrial enterprises, but the government in England did not look with favor upon the upbuilding of any industry which would have a tendency to make the

colonists independent of the commercialism of Britain in any sense. The export trade of the colonies was limited to Great Britain, with few exceptions, as a matter of English law.

The colonists were permitted to export a few articles to certain designated parts of Europe, Africa and the West Indies. Permission to deal with the West Indies was of great advantage to the colonists in Massachusetts. Agricultural products, rum, fish and lumber were exchanged for West India goods which were sold in all the stores carrying on a general store business. Only a few years ago original signs appeared over the doors of aged buildings which had been used as general stores since colonial times, announcing that English and West India goods were sold there.

Among other industries which the Provincial Legislature encouraged with fostering care was linen manufacture. A law was passed granting a duty to be levied upon carriages of all kinds for the benefit of the proprietors or managers of the linen manufacture, to aid them in getting suitable land and buildings to carry on spinning, weaving and other parts of linen manufacture in Boston. An early record says: "Great show and parade were exhibited on the Common at its commencement. Spinning wheels were then the hobby horses of the publick. The females of the town, rich and poor, appeared on the Common with their wheels, and vied with each other in the dexterity of using them."

The Manufactory House, as it was called, was erected on Longacre Street to house the industry, but it had no permanent success. Household industries supplied most of the needs previous to the Revolution. Every member of the family was taught to employ his or her time, and they naturally grew up thrifty and economical. A New England boy with a jack-knife and the wealth of primeval forests for material might well say, with the Count of Monte Cristo, "The world is mine." With it he fashioned his toys and it entered substantially into construction of most of his possessions as youth and man. The Yankee whittlers became proverbial. When President Coolidge remarked, near the close of his term in 1928 that, following his presidential duties, he guessed he would whittle for a while, it did not mean to an understanding New Englander that he intended to be idle.

Most farm implements were made of wood. When Governor Bradford and Captain Myles Standish proposed building the Cape Cod Canal there was not an iron shovel in the country. John Tomson, who married a daughter of Francis Cooke of the "Mayflower," had a grandson, Ebenezer, who was one of the first to have a wooden shovel pointed or shod with iron. It was considered a great improvement and was greatly in demand by the borrowing neighbors.

Goodwin, in his "Pilgrim Republic," page 589, says: "Probably not one of the Pilgrims ever saw a fork used at table." The first table fork brought to America was in 1633 for Governor Winthrop. It was in a leather case with a knife and bodkin.

In the time referred to, that the fair spinsters of Boston and vicinity met on Boston Common and spun on a wager from sunrise to sunset, they were merely doing in the open air what the "female of the species" was doing generally in the colonial kitchens. Flax and hemp were planted as regularly as corn and beans in the spring and in June or July were carefully dried. After going through many processes, twenty or more for flax, it was ready for spinning on the wheels. The spinning of two skeins of linen thread was a commendable day's work.

Deborah Sampson, the Revolutionary heroine, was one of the best spinners of linen and worsteds. She spun the material from which she fashioned her suit of boy's clothes in which she masqueraded and enlisted as Robert Shurtleff.

The Neponset River afforded a good water power and sites for manufacturing establishments in great variety. The first water mill in this country were erected on the Neponset River in 1633. In 1805 a company which had been incorporated in 1789, completed the Middlesex Canal and this brought other important industries into operation.

A man named White began the manufacture of carriages in Dorchester in 1805. It has been claimed that Mr. White built, at Dorchester, the first carriage made in the United States. This could not be true, unless it meant a particular kind of carriage, as such vehicles were made in Philadelphia in 1790 and in New York even before the Revolution.

In 1810 soap and candle factories in Roxbury employed a capital of \$100,000. The manufacture of tin, japanned and plated ware was also in successful operation there. There was a nail factory a few years later which employed seventy-five persons and manufactured one thousand tons of nails, valued at \$120,000. Carpets and India rubber cloth were made. Cotton, chairs and cabinet ware and paper were being manufactured in Dorchester at an early date.

Thomas Cains has been called the father of the flint glass manufacture in America. He had a six-put furnace in operation in Dorchester, now South Boston, in 1811. Out of twenty-one glass furnaces in the United States in 1831, for the manufacture of flint glass, six were in Boston and immediate vicinity.

Harrison Loring, one of the Loring family of Duxbury, whose summer home was what is now the Bay View Farm in Duxbury, began

the manufacture of stationary and marine engines and other machinery at South Boston in 1847. Later he engaged in shipbuilding there.

A machine shop was started in Roxbury in 1843 by J. C. Pratt. His successors, Chubbuck and Campbell, constructed the first tubular boiler made in this part of the country.

The Howard Watch Company which daily gives, over the radio, the exact time, may hark back to 1850, when Edward Howard and others began the manufacture of watches at Roxbury, as the "Warren Manufacturing Company."

During the first generation of the nineteenth century, practically one hundred years ago, cotton mills were in operation at Bellingham, Braintree, Canton, Dedham, Dorchester, Foxborough, Franklin, Medfield, Medway, Milton, Needham, Sharon, Stoughton, Walpole, and Wrentham. In most of these towns it was the principal industry and in some of them woolen goods were also manufactured. Carpets were included among the manufactures in Roxbury and some other towns. Many of the towns manufactured boots and shoes, as they do now. Quincy and Randolph were early prominent in the boot and shoe business and sent their product by vessels to many distant ports. Considerable detail of Randolph's pioneering and importance in making boots and shoes is contained in the chapter regarding the footwear industry in that portion of this work devoted more especially to Plymouth County.

The manufacture of shovels, nails and other iron products has been carried on more or less the past century in most of the Norfolk County towns. In 1837 in Braintree making these things, with cotton, satinete, paper and chocolate, were the principal industries. Considerable granite was exported. Shipbuilding was carried on to a large extent.

Canton has been famous for its woolen manufactures, cotton, copper, cutlery, hoes and silk. Rolling mills, a cotton wicking mill and a cotton thread mill, were in operation nearly one hundred years ago.

Dedham was an early boot and shoe town and has also made chairs, cabinet work, silk goods, straw bonnets, paper and cards. About the same time Dorchester had ten manufactories of chairs and cabinet ware. There were in Dorchester three cotton mills with 5,500 spindles, two paper mills and numerous smaller businesses in the manufacturing line. Dorchester was one hundred years ago engaged in the whale fisheries and in cod and mackerel fishing. One of the earliest important industries of Dover was a rolling mill which manufactured hoops, rods and other products.

The manufacture of straw bonnets is one of the things for which Foxborough was famous within the memory of the oldest inhabitant. Ninety years ago this industry produced nearly 150,000 bonnets an-

nually. It was one of the towns of the early cotton mills, made agricultural implements, woolen cloth and iron castings. Franklin engaged in the making of straw bonnets and there was some rivalry between the two towns in the amount and excellence of the product. Medway, Sharon, Walpole and Wrentham numbered among their early industries the making of straw bonnets in the days when they were in vogue.

About the same time watches were being made in Roxbury there was a flourishing clock factory in Medway. There was also a bell foundry among the earlier industries, and an organ factory. The distinguishing product in Milton has been for more than a century chocolate and cocoa.

The story of the principal industry in Quincy is that of selling, ton after ton, of that which makes up the southwestern part of the town itself—granite. This granite rock rises to a height of 600 feet above the sea level. There are inexhaustible quarries of the best possible building material.

Shipbuilding has always been an important industry and from the shipyards at Fore River have been launched, in recent years, some of the most formidable dreadnaughts of the world. In earlier days the manufactures of coaches, harness, chaise and wheel-wrighting were considerable. Large fleets of vessels were employed in cod and mackerel fishing.

Stoughton and Walpole have engaged in the manufacture of thread and twine, as well as cotton and woolen cloth. They have also been shoe towns, made agricultural implements, paper and iron castings. Weymouth has consistently remained a shoe town from early days and has held a reputation for being the home of some of the best shoemakers in the world.

Early in the Cotton Industry—Cotton manufacturing was an important industry in Norfolk County after the invention of the cotton gin and the great increase in the production of cotton in the Southern States. The Norfolk Cotton Manufactory, for the manufacture of cotton goods, was incorporated in 1807. Nearly all the incorporators were residents of Dedham and the manufacturing plant was erected on Mother Brook in that town, a canal dug in 1640, said to have been the first commercial canal dug in this country. The cotton was picked in neighboring houses by hand. After it was spun it was sent abroad to be woven. Cotton yarns and cloths were sold at retail from the storehouses.

The company also manufactured woolen goods and satinets. Its time of unusual prosperity was occasioned by the War of 1812, when domestic manufactured goods were in demand and sold for high prices.

At the close of the war prices fell and the company, caught for an enormous lot of goods on its hands for those times, sold out at public auction.

Other companies were formed in Dedham and engaged in cotton manufacturing with considerable success. Some of them also manufactured woolen goods, in order to have a greater variety to sell, as it was before the days of specialization. Other engaged in the business elsewhere in the county.

The first cotton factory equipped with machinery, in Massachusetts, was located at Canton in 1803. There is a record in existence which shows that James Beaumont, Abel Fisher and Lemuel Bailey agreed to enter into partnership to carry on the cotton spinning business March 14, 1803. They built a factory on the east branch of the Neponset River in Canton and there transacted business under the name of James Beaumont & Company. Beaumont became the sole proprietor later and manufactured bedticks, gingham, shirtings and sheetings in large quantities in the time of the War of 1812 and later.

A company which had been incorporated in 1789 completed the Middlesex Canal in 1804. This canal became of great importance to the cotton industry and its development in this vicinity.

The first few years of the nineteenth century were eventful in the industrial developments. The embargo of 1807 and 1808 stimulated manufacturing, although it had its bad effects. Prior to the embargo there were only fifteen cotton mills in the United States, with eight thousand spindles. At the end of 1809, there were eighty-seven cotton mills, sixty-two of them in operation, with 31,000 spindles. But manufacturing benefited at the expense of commerce and, after the war, many establishments went down, through the importation of foreign goods.

The first introduction of the power loom in this country was at a mill erected in 1813 by the Boston Manufacturing Company at Waltham. The loom was largely the invention of Francis C. Lowell. The founding of Lowell followed. The starting of the Merrimack Mills in September, 1823, completed the introduction of cotton manufacture into the United States in its modern form. Until 1814 a cotton factory had merely been a place where yarn, which had been woven upon hand looms in the homes of the workers, had been spun. The modern cotton factory and the modern woolen and worsted factories were brought about by the power loom about the same time.

Revere Copper Works at Canton—Owing to the fact that Colonel Paul Revere, who made the famous ride on the night before the Concord fight, was a member of the firm, the establishment of Messrs.

Revere at Canton became one of the most famous of the Norfolk County industries. Bishop in his history says: "In 1802 the only manufactory of sheet copper in the country was that of the Messrs. Revere at Boston." Headquarters for the firm were in Boston but the factory was in Canton. Soon after the Revolution Colonel Revere's sons invested \$25,000 in the Canton plant. Under the firm name of Paul Revere & Son the copper works began doing business January 3, 1801. Previous to that time Colonel Revere had a bell and cannon foundry in Boston. This later was moved to Canton and bells and brass cannon were cast in several sizes and all kinds of composition work was carried on. Bolts, spikes, nails and other things were fashioned from malleable copper and cold-rolled.

After the death of Colonel Revere in 1818, the business was carried on by his surviving son, Joseph Warren Revere, until 1828. In that year the Revere Copper Company was incorporated by Joseph Warren Revere, James Davis, Fred W. Lincoln and James Davis, Jr.

About that time there were in Canton eight furnaces for the manufacture of copper and the output was 1,500,000 pounds, the estimated value being \$400,000. Forty hands were employed.

A petition was sent to Congress by the Messrs. Revere in 1808, praying for a duty of seventeen and one-half per cent on copper in sheets, and for the free importation of old copper. The firm alleged that it was able to supply the entire United States with sheet copper and did not wish foreign competition. The prayer was not granted. There was no duty put upon copper plates until 1842.

Paul Revere engraved the copper plates, made the press and printed the bills of the paper money ordered by the Provincial Congress of Massachusetts, in session at Watertown. He also made copper plates for political caricatures and of the "Boston Massacre."

First Paper Mill Built in New England—Two hundred years ago the General Court of Massachusetts passed an act to stimulate the manufacture of paper in New England and, encouraged by this act, the first paper mill was built near the present Milton Lower Falls. A patent was granted September 13, to Daniel Henchman, Gillam Phillips, Benjamin Faneuil, Thomas Hancock and Henry Dering, for the sole manufacture of paper for ten years, under certain conditions.

Daniel Henchman was the leading Boston bookseller of the day. He is called by Thomas "the most eminent and enterprising bookseller that appeared in Boston, or indeed in all British America, before 1775."

Benjamin Faneuil was the father of Peter Faneuil, the enterprising Boston merchant who gave Faneuil Hall and the market to the town of Boston. Gillam Phillips was the brother-in-law of Peter Faneuil.

Thomas Hancock had served his time with HENCHMAN and incidentally had married HENCHMAN's daughter. The company had close family relationship but history does not record any great business success. Possibly this was on account of the conditions attached to the patent.

The company was required in the first fifteen months to make one hundred and forty reams of brown paper and sixty reams of printing paper; the second year to make fifty reams of writing paper, in addition to the first mentioned quantity. The third year and afterwards yearly, to make twenty-five reams of a superior quality of writing paper, in addition to the former mentioned, that the total annual produce of the various qualities not to be less than five hundred reams a year.

The proprietors, after erecting their mill on a site adjoining the Neponset River, near the lower bridge in Milton, carried on with the assistance of Henry Woodman, an Englishman well skilled in paper making. The business was carried on intermittently, the original proprietors being succeeded by Jeremiah Smith and James Boies, who secured a paper maker from a Boston regiment of the British Army. This Englishman's name was Hazelton. He secured a furlough long enough to set the mill in order and operation, in 1760. Hazelton was allowed to advise Boies and was of considerable assistance to him, until the regiment to which Hazelton was attached was ordered to Quebec. Hazelton was wounded on the plains of Abraham and died a few weeks later.

Next time the mill was set to work by Richard Clarke, an Englishman who arrived from New York, made his own moulds and was later joined by his son.

This may have been the first paper mill in America, unless one of the early mills in Philadelphia was first in the business. At all events it was the first in New England.

The growth of colonial manufactures was not regarded with favor by the English government, but the colonies, from the nature of the charters under which they were established, were always more or less independent of the commercial restriction imposed by Great Britain. The increasing export trade of the American provinces was viewed with anything but satisfaction by the home government. Complaints were made to the Board of Trade and Plantations of the House of Commons that, "in Massachusetts an act was made to encourage the manufacture of paper, which law interferes with the profit made by the British merchants on foreign paper sent thither." Paper, made in Milton, was one of the articles which was produced here of a quality superior to that sent here from abroad and that was another thing which rankled in the English breast.

During the early days of its establishment, the Milton mill had made paper to the amount of two hundred pounds sterling. The chief difficulty encountered was the lack of paper stock. People were admonished to save their rags. The following announcement appeared in the Boston "News-Letter" in 1769: "The bell cart will go through the town before the end of next month to collect rags for the paper mill at Milton, when all people that will encourage the paper manufactory may dispose of them."

In 1789, when General George Washington visited Boston and vicinity and some of the manufacturing establishments, there were six paper mills on the Neponset River, instead of a single one at Milton. Most paper mills had two vats and employed about twenty hands, half of the number being boys and girls.

Part of a Bible Not Inspired—Those who profess to believe "everything in the Bible" should examine the title page of the first American Bible which appeared about 1749 with the imprint "London, Printed by Mark Baskett, Printer to the King's most excellent Majesty." It was a very close imitation of the English authorized edition but was printed by Kneeland and Green, in quarto. The "lie on the face of it" was to avoid the consequences of violating English statutory regulations.

This Bible with the false imprint was printed for Daniel Henchman, "Cornhill, corner of King Street," notable book seller who headed the company which received the patent from the General Court of Massachusetts in 1728 for the sole manufacture of paper for ten years, the company which built the first paper mill in New England, at Milton.

It is said that five or six hundred copies of this Bible were printed. Bancroft in his history doubts the existence of such an edition.

Century and More of Straw Bonnets—In several of the Norfolk County towns the manufacture of straw bonnets was an important industry one hundred years ago. Betsey Metcalf of Providence, Rhode Island, came into possession of an imported Dunstable bonnet and imitated it, cutting the straw by means of scissors. She was twelve years of age at the time and showed great skill. For a time she had a monopoly of the business but instructed others in bonnet making, and soon a large number of women and children engaged in the work in Foxborough and Wrentham.

In the latter town Amariah Hall kept a store in which the bonnets were displayed for sale. They were brought in by those who made them and exchanged for groceries and drygoods. It is said that the first straw bonnet was made in Foxborough by Eunice Everett. It soon became the leading industry of that town. Metcalf Everett

first made straw goods for the New York market. Straw braid and bonnets were received at most stores in or near the towns where straw braid was made or sewed in lieu of cash. The records of at least one organization show that the regular dues could be paid in money or braided straw at the market price.

In recent years the Union Straw Works at Foxborough was the largest straw shop in the world. Its manufacture had changed many years before from straw bonnets to straw hats of the finest quality, made by artisans of generations of skillful training.

Early President's Prophecy Fulfilled—John Adams expressed his belief that the vicinity of Quincy, that part of Norfolk County which borders on the ocean, would some day be the scene of a great development of maritime industry. This prophecy has been astonishingly fulfilled in recent years. Shipbuilding and the fisheries were from early times important.

The Weymouth Fore River was the scene as early as 1696 of the building of ships. Some of the most famous clippers, in later days, were launched into those waters to outsail the proud merchantmen of England, then the boasted mistress of the seas.

In a recent day when words led to warships and the United States took her place in the World War, gray dreadnaughts and watchdogs of the seas were launched at Fore River with marvelous rapidity to take their part in bringing to a close the inexcusable economic crime of world murder and its boastful purpose to "stagger humanity."

It was in pursuit of the wily cod fish instead of the deadly submarine, that shipbuilding was given its first incentive in Quincy and Braintree and wherever Norfolk County touches upon tide water. At the close of the Revolutionary War the fishing industry became concentrated at Germantown and fish flakes were numerous, almost continuous, along the shore. It was at Germantown and Quincy Point that shipbuilding was developed decidedly, although the industry had first been carried on energetically at Quincy Neck, near the present Fore River Plant. The "Massachusetts" was built at Germantown in 1789, the largest merchant vessel built at that time in the United States. She sailed to Canton, China, in March, 1790, and was there sold to the Danish East India Company for \$65,000.

Nineteen clipper ships were built at the Point by Deacon George Thomas who began shipbuilding in that location in 1854. Most of them won fame for speed in the trade with China and voyages to California. There are authentic records of one brig and six schooners which he constructed, including the "Red Cloud," which he built after he was eighty years of age. It was the last wooden vessel of considerable size built in Quincy.

Gigantic Fore River Plant—A little shop, established in 1883 by Thomas A. Watson, who had worked with Alexander Bell in perfecting the Bell Telephone, gave rise to the present Fore River shipyard. Mr. Watson became associated with F. O. Wellington in the construction of marine engines on a commercial basis in the little shop owned by Mr. Watson. The firm name was changed from F. O. Wellington & Company to the Fore River Engine Company and, in 1896, the firm began the construction of hulls as well as engines. Among high grade vessels built at the yard were the "Sally," "Rajah," "Corona," "Swallow," "Savitar," "City of Quincy" and others. Naval construction began when the country was rallying to the cry "Remember the Maine." Congress authorized the construction of sixteen torpedo-boat destroyers, and on September 29, 1898, construction contracts were awarded for building the "Lawrence" and "MacDonough."

December 14, 1899, brought a contract to build the protected cruiser, U. S. S. "Des Moines." This necessitated additional area and equipment and the new site was purchased two miles down the river on the Quincy shore. With the expansion, the company was able to bid on the construction of two battleships, "Rhode Island" and "New Jersey," authorized by Congress March 3, 1899. This contract was signed after the company had changed to a corporation under the name of Fore River Ship and Engine Company, February 15, 1901.

That same year the "Thomas W. Lawson," a seven-masted schooner, was constructed at the yard, in addition to the government work and it was a very busy place. The corporation also engaged in ship repairing on a large scale. The U. S. S. "Vermont" and various vessels for steam and sailing were constructed.

The Fore River Ship Building Company purchased the business September 7, 1904. In 1910 a contract for building the "Rivadavia" for the Argentine Republic was carried out at the plant and another contract from the same government for the "Moreno," another battleship, was sublet to the New York Ship Building Corporation of Camden, New Jersey.

The Bethlehem Steel Corporation purchased the works in 1913 and reorganized as the Fore River Shipbuilding Corporation, but in 1917 the plant became known as the Fore River Plant of the Bethlehem Shipbuilding Corporation.

Large contracts for torpedo-boat destroyers were awarded to the company when the United States entered the World War, and the Fore River Plant was the only one to deliver torpedo-boat destroyers to the Navy Department, for which contracts were placed at this time, during the actual war period.

The scout cruisers "Detroit" and "Raleigh" were built at the plant

for the United States Government. The giant airplane carrier "Lexington" was constructed there, giving some idea of the magnitude of the plant and its possibilities. Four hundred vessels of all types, about 266,184 tons of naval construction, and 757,578 tons of merchantmen, yachts and such craft had been constructed at the Quincy plant before the delivery of the "Lexington." The plant has also turned out an immense amount of engine and machine work, boiler and tank construction, galvanizing, brass casting, wood finish, locomotive reconditioning, etc.

A subsidiary of the Fore River Plant is the Simpson Dry Dock Plant at East Boston. The first dry dock was built in 1853 and in the days of the Civil War the repairs and reconditioning of naval vessels was performed there, as well as repair work on the merchant marine. An immense business is carried on at the Simpson plant, and it is doubtful if there is a repair plant on the Atlantic coast better fitted to handle the complicated business of ship repairs. Seventeen vessels have been undergoing repairs at the plant at the same time.

Victory Plant at Squantum—When the World War became a condition and not a theory with the United States, a Victory Plant was constructed on the Squantum shore near where Captain Myles Standish was shown about by Squanto, the first Englishman to employ an Indian guide in America. The plant cost approximately \$14,000,000 and extended over forty acres. The buildings were constructed for surpassing efficiency and to cope with any condition which the requirements of war might demand. To build and repair vessels was the principal intention, but the plant was ready for any sort of construction of war material when the armistice happily put an end to its anticipated use.

At the close of the Civil War, Quincy, now the only city in Norfolk County, had a population of 6,700 people who were engaged in twenty-two separate industries, aside from that of stone quarrying at ten plants and employment on sixty-six farms. Previous to that time Quincy had engaged in shoemaking. In 1865 there were six establishments engaged in tanning and currying leather. The value of the stock used was \$11,400 and the value of the finished product \$76,400. The value of the boots and shoes manufactured in 1855 was \$309,500 and the number of shoemakers employed five hundred and seventy-one. The large southern trade was destroyed by the Civil War and, so far as Quincy was concerned, shoemaking was not revived as a permanent growing industry. In 1865, however, boots and shoes manufactured were valued at \$467,665. There are no shoe factories in the city at present.

One of the large industries is that of the Tubular Rivet and Stud

Company which was established in 1885 and has ten buildings in its plant, covering several acres.

The Boston Gear Works is the largest factory in the country making standardized gears, with more than twenty service stations.

The building of yachts and speed boats has for many years been an important industry in Quincy, the yards of George Lawley, the famous yacht builder, being among them. Yachting in Massachusetts Bay has always been a favorite sport, challenging the good sportsmanship and skillful yachtsmanship of its devotees.

Departure of "Lexington," Plane Carrier—The last word in naval construction, U. S. S. "Lexington," monster airplane carrier, stood out to sea for the first time Sunday afternoon, February 19, 1928, on the way to her station on the Pacific coast. She was built at the Fore River Shipyard at an outlay of \$50,000,000, and had 78,700 in aircraft-carrier tonnage.

The "Lexington" is 880 feet long and 105 feet beam, with a draft of thirty-one feet and a displacement of 33,000 tons. Her main batteries are of eight-inch guns in four turrets. She is able to steam twelve and a half knots faster than a battleship. Six hundred feet of her hull is protected by a ten-inch belt of armor.

She has a capacity of seventy planes and can cross the Atlantic in four days, making a speed of forty knots an hour. On board, as she slowly made her way down the channel, past Castle Island, Quarantine, Deer Island and then into Broad Sound, was an electric power plant capable of developing 180,000 horsepower. Naval experts declare that this is sufficient current to light the entire city of Boston.

The "Lexington" was commanded by Captain A. W. Marshall who had carefully watched progress on the immense ship during construction at the Fore River yard, as completion neared. All of the officers were picked men and the normal complement of two thousand men felt proud to be on her decks. Rear Admiral Philip Andrews, commandant of the Boston Navy Yard, was on hand to pay his respects to Captain Marshall and wish the ship a pleasant voyage.

From the Fore River Yards, in which the "Lexington" was constructed, she was taken to the dry docks at South Boston and thoroughly overhauled before pulling away from the slip and steaming for Cape Cod and Newport, Rhode Island. After a few days there she left for Hampton Roads, then for Pensacola, to load planes and take on her complement of aviators, for the voyage to San Pedro, California.

First Railroad in America—That the battle of Bunker Hill should have brought about the building of the first railroad in America is something which seldom comes into the thoughts of people who look

upon the column which commemorates that fight in which the Yankees lost but the British left. It is a fact, however, that it was for the purpose of hauling granite from the quarries in Quincy that the first American railroad was built and the road is still contributing its part in transportation facilities.

A new era in transportation opened with the Granite Railway October 7, 1826, when the first cars moved over the rails a distance of two and three-quarter miles. The cars were drawn by horses, under the direction of Gridley Bryant, a young engineer. The first load was composed of huge blocks of granite and the destination, so far as the railroad was concerned, was a wharf on the Neponset River. The inventor of the Granite Railroad was later the inventor of the eight-wheeled car, the portable derrick, the switch, turntable and other important devices and improvements in railroading.

Gridley Bryant wrote a description of the road to a friend as follows:

"The deepest cutting was fifteen feet, and the highest elevation above the surface of the ground was twelve feet. The several grades were as follows: the first, commencing at the wharf or landing, was twenty-six feet to the mile, the second thirteen feet, and the third thirty-six feet. This brought us to the floor of the table lands that ran around the main quarry; here an elevation of eighty-four feet vertical was to be overcome. This was done by an inclined plane, three hundred and fifteen feet long, at an angle of about fifteen degrees. It had an endless chain, to which the cars were attached in ascending or descending. At the head of this inclined plane I constructed a swing platform to receive the loaded cars as they came from the quarry. . . . I also constructed a turn table at the foot of the quarry. . . The railroad was continued at different grades around the quarry, the highest part of which was ninety-three feet above the general level; on the top of this was erected an obelisk or monument forty-five high."

The first cost of the railroad was \$50,000. The wharf was built at an expense of \$30,000. It is still in existence, a part of the Metropolitan Park System. The roadbed was of crushed granite and the sleepers of stone, placed eight feet apart. The rails were of wood, twelve inches high, with an iron plate three inches wide and one-quarter of an inch thick.

One of the old railroad frogs was exhibited at the World's Fair in Chicago in 1893.

The upkeep of the road for many years was less than ten dollars a year. When the wooden rails decayed they were replaced with stone rails. Rails of stone had been used on the inclined plane and where the railroad crossed public highways from the beginning.

The first fatal railroad accident in New England, perhaps in the United States, was on the Granite Railway July 25, 1832. Four visitors had witnessed drawing heavy loads of granite and were invited to ascend the inclined plane in one of the returning cars. The chain gave way and the car containing the four men was precipitated over a cliff. Thomas B. Achus of Cuba was killed, J. Gibson of Boston had both legs broken, W. G. Bend of Baltimore was severely injured, and Andrew E. Belknap of Boston slightly injured.

The first railroad in America was financed by Colonel Thomas Handasyd Perkins, founder of the Perkins Institution for the Blind. He was a ship owner and carried on an extensive China trade. President Washington offered Colonel Perkins the Secretaryship of the Navy, but the colonel declined, saying that he owned a larger fleet than the United States Navy possessed and thought he could do more good by attending to his own business.

The Bunker Hill Monument was erected under the direction of Solomon Willard, the father of the granite business in the United States, a native of Massachusetts. He came to Boston to learn the carpenter's trade, at the same time studying architecture. He attended an evening drawing school and took up wood carving. He carved the capitals for the Park Street church. In 1810 he carved the colossal eagle which was placed at the apex of the pediment of the old Custom House, where it still remains. He worked modeling and cutting marble and in 1820 was engaged on the stone work of St. Paul's Church in Boston. The Bunker Hill Monument was, however, his greatest work.

William Tudor desired to see on the battleground "the noblest column in the world." The first suggestion of the monument is credited to him. Dr. John C. Warren bought three acres of the field and held it till an association was formed and money collected. The association was formed June 7, 1823. In the spring of 1825 about fifteen acres were purchased. Daniel Webster was a member of the committee on design and delivered the address when the cornerstone was laid June 7, 1825. General Lafayette was present. The celebration exceeded anything of the kind which had ever taken place in New England. Solomon Willard was appointed architect and superintendent of construction October 31, 1825. He merely accepted a sum sufficient to pay his expenses, saying he thought that "the interests of the association would be best served by having the services gratuitous."

It is said that Solomon Willard walked three hundred miles to examine granite quarries to find the most suitable material for the monument. He selected what became known as the Bunker Hill quarry in Quincy, twelve miles from the monument site. To transport thou-

sands of tons of granite to Bunker Hill was the necessity which was the mother of the invention and construction of the first railway in the United States.

Many contributed to the cost of the Bunker Hill Monument, and among the large contributors was Judah Touro, a Jew, who also had a part in the War of 1812, as a volunteer. He began commercial life in Boston when his father, Rabbi Isaac Touro, was in charge of the synagogue in Newport, Rhode Island.

Judah Touro settled as a merchant in New Orleans in 1802. He died in that city June 18, 1854. In the War of 1812, when the British attacked New Orleans, he served as a volunteer under General Jackson and was wounded January 1, 1815. He was much interested in the undertaking of the Bunker Hill Monument and contributed \$10,000 toward its completion. He was a philanthropist, broad-minded, true type of citizen and among other benefactions endowed churches and synagogues. He died in New Orleans but left a request that his body be buried in the Jewish cemetery at Newport, Rhode Island, in which town he was born June 16, 1775, the day before the battle of Bunker Hill.

The original Granite Railway was, in 1870, merged into the Old Colony Railroad and control passed to the New York, New Haven & Hartford Railroad Company. These changes have added to the facilities of the original company and the work started by Solomon Willard as a part of his wonderful achievement in erecting the Bunker Hill Monument. The Granite Railway Company goes on. Its own five miles of track leading to all parts of their quarries are connected with the railroad lines which take the product everywhere.

The operation of the Bunker Hill quarry stopped several years ago but the Pine Hill quarry nearby is furnishing the largest supply of dark blue quarry in Quincy. The company claims it is the only firm in Quincy which undertakes to handle the largest class of work in this grade of stone to the limit of transportation. Some of the most noted structures in the country have been built of this material, including Bunker Hill Monument, the Minot's Ledge Lighthouse, the United States Dry Dock at Charlestown. To give a mere catalogue of the most modern public and commercial buildings and memorials in the country built of Quincy granite would furnish material for a large volume in itself.

Quincy granite is noted for its high polish. The absence of mica and the coarser cleavage of the varieties of hornblende and augite which takes its place furnishes this susceptibility to high polish. Quincy granite for monumental purposes goes under the name of "medium," "dark," and "extra dark." The crushing test is 17,000 pounds

to the cubic inch. Dark or extra dark granite needs no "doping" or coloring and makes a memorial of unsurpassed beauty.

Building Minot's Ledge Lighthouse—The whole world cannot show an engineering feat superior to that of the construction of the Minot's Ledge Lighthouse off Scituate. The former light on the ledge was destroyed by a gale in 1851. The lighthouse board in 1852 determined to replace it with a stone tower. Acting under orders of the board, Major Ogden of the Corps of Engineers made a careful survey and learned that the top of the highest point of the rock was three feet and a half above the plane of low water, and that it would not be possible to obtain a tower of a greater diameter than twenty-two feet without going outside the line of low water. By going outside of this line it might be possible in five places to obtain a tower foundation of thirty feet in diameter. In four out of five of these places the ledge dropped perpendicularly to a distance from ten to forty feet if one attempted to build an inch farther out.

In order to land on the ledge and do any work there must be a perfectly smooth sea, a dead calm and low tides. Even in summer this combination could not be had for several weeks at a time. Furthermore it was necessary to have a large force of workmen to work when the conditions were favorable. The ledge was at all times under water and the little which was uncovered was only bare an hour or two at a time at low water of spring tides.

A structure was erected on the ledge to which the workmen could be secured, to protect them from being washed away from the rock. The real beginning was made at daylight July 1, 1855, and in that year there were one hundred and thirty hours work done. The structure was completed June 29, 1860, and the light exhibited for the first time November 15, 1860.

When the first courses of granite were laid, a small dam was built with bags of sand around the spot where the stone was to be laid. If water came over this little dam the men had to bail the water out and sop it up with sponges. If the sea were very smooth two or three hundred of these bags of duck, half filled with sand, would keep out the water for half an hour and in that time the men worked fast.

Enduring Foundations and Memorials—There is an old Massachusetts record which tells of a visit to Hangman's Island in "Braintry" Bay and to Hough's Neck, near Squantum. According to the letter, which was dated 1721, upon the return, the party brought a cargo of twenty tons of split slate. Stones were used for walls, steps and underpinning in early days and their use has been constantly increasing. So much in vogue became the practice of taking stones for

building purposes away from Braintree that it became the chief concern of many town meetings. Rules were adopted providing penalties, and committees were chosen to collect fines or seize stones unlawfully taken.

The old powder house on Beacon Hill in Boston was built of Braintree granite. It had walls seven feet thick and a bomb proof arch. It had a capacity of one thousand barrels of powder and was surrounded by palisades.

When the mill dam connecting Brookline with Roxbury was built from 1818 to 1821, the sides were of solid stone for 8,000 feet in length, from three to eight feet thick and twelve to seventeen feet high. The width between the walls varied from fifty to one hundred feet. The stone came from Roxbury and Weymouth. The mill dam was considered at the time the greatest construction of the kind in the world.

The granite basement of the Art Museum Building in Boston, which was demolished in 1911, was quarried in Randolph. The East Boston and South Boston reservoirs were lined with Quincy granite and the forts in Boston Harbor were built with Quincy granite as a part of the material.

The granite towns in Norfolk County have furnished substantial foundations for some of the most enduring buildings and memorials on the North American continent.

The towns of Dorchester and Milton, in 1765, built a bridge over the Neponset River. Dorchester built the two northern sluices, covering them with stone. Milton built the southern sluices. An arch was erected at the dividing line of the town in 1798, to commemorate the ratification of Jay's Treaty. This arch was destroyed by a gale in 1815.

The Neponset River was used for navigation in 1820. In 1826 the Granite Railway Company ran a railroad from Quincy to the tide water at Gulliver's Creek, bringing granite from the quarries to the flat-bottomed barges. Two schooners took granite to New York and brought back grain for William Hobart who started the grain business near the head of tide water in 1827. The navigation of the river attained its maximum in 1833. Seventy-four vessels, aggregating six thousand tons, unloaded at Neponset village. Other vessels sailed up the river empty to be loaded with granite for various destinations. In 1836 the General Court granted a charter for a new bridge over Neponset River, which practically ruined navigation but gave the inhabitants of West Quincy and East Milton more direct communication with Boston.

Slate tombstones were taken from a slate quarry at North Quincy owned by Samuel Rawson.

The tombstone cutter with his load of slate and marble slabs made his rounds not long after the Puritans had settled in these parts. When one was selected, and copy furnished for the statistics and epitaphs, he proceeded to live with the family until the memorial had been completed and set in place. Then he moved on to make another sale and contract. Usually the burial grounds were in poorly selected places and seldom visited, except to make new interments. The Puritans were fond of placing some warning passages on the stones of the departed, reminding those who read them that death was sure to seek the readers out.

The first markers so erected were usually of porphyritic green stone and, being of very durable material, have lasted to the present day. They were smoothed on one or two faces and usually bore inscriptions in plain Roman capital letters.

Later stones for memorials were imported from Wales. They were of slate. Many of those decorated with sepulchral ornaments, death's heads, crosses, hour glasses and cherubims were of the Welsh stones.

Still later American marble or slate were used, having rude carvings.

During the siege of Boston, in the early days of the Revolutionary War, the British soldiers amused themselves by firing bullets against the gravestones, many proofs of which are still to be seen in the older Boston places of burial. In the Central or Old South Burial Ground on Boston Common are the remains of British soldiers who died in the barracks on the Common.

Sermons in Stones—In early Colonial days it was the custom to dig the graves due east and west, six feet in depth and to bury the bodies with the feet to the east. This was in preparation for the Judgment Day when the Judge would appear in the east on a great white throne. At the sound of the trumpet the graves were to open and the dead come forth in the same mortal form which they possessed at death. There was a special place set apart for town officials and others identified with the management of public affairs, as it was believed they would be judged especially for their administration of the duties of their official life and should be judged together.

The early people endeavored to lay out the work for the Almighty and rather, at times, steady his hand. There was an aged minister in one of the Cape Cod towns, as related in another place in this history, who left a request that his body should be buried in the new cemetery, as the ancient burial ground had been unused for so long a time he feared he might be overlooked on the day of resurrection or be beyond the range of hearing the trumpet.

The characteristics of the people who have inhabited Norfolk County are reflected in the epitaphs which appear on the gravestones. Tes-

timony to the sombre teachings of the theology of the times shows forth on the tombstones of two hundred or more years ago. Some of the early poetic effusions chiseled show how the religion of the day held over the living the Damocles sword in the form of a constant reminder of inevitable death. The women of the "good old days" were regarded as subordinate in the family and were often referred to on the tombstones as "relics" of the husband. The epitaphs were long, told of the virtues of the dead and sounded a warning to the living. Later stones have merely the names and dates of birth and death, the other extreme. There was a period when Scripture was quoted on tombstones and the selections themselves showed forth the outlook on life of the deceased or, at least, whoever ordered the tombstone.

Some of the early stone cutters placed their initials or otherwise signed their masterpieces. Some were fond of working Masonic emblems, skulls, sun, moon, stars, urns, lilies, scroll work and angels into their stone cutting. Early newspapers show that some of them advertised. Early Probate records show the price which was allowed for some of the gravestones which have endured the fury of the elements and the hand of time for from two to three hundred years. If any of them carried a time guarantee, evidently the quality of the endurance of the stones justified the claims.

Stones depicting portraits of those in whose honor they were placed appeared in the eighteenth century and many are still to be found as totems of illustrious old families.

In a little burying ground in the rear of the Unitarian church in Northborough is a gravestone showing the handiwork of William Park, a noted stone cutter. The stone marks the resting place of Judah Monis, the first Jew in Norfolk County. He taught Hebrew at Harvard College and was a convert to Christianity. Of him, Rev. Cotton Mather wrote: "A Jew rarely comes over to us but he brings treasure with him." Monis taught the Hebrew language at Harvard for forty years.

Among the stone cutters whose work is found in numerous old burial grounds were: Joseph Lamson of Charlestown, James Foster of Dorchester, Jacob Vinal of Scituate, Samuel Fisher of Wrentham, Daniel Farrington of Wrentham, Samuel Fisher, Jr., and Jeremiah Fisher of Wrentham, Hopedill Foster of Dorchester, Samuel Hinsdale of Medfield, John Marshall of Braintree, Savil Metcalf of Bellingham, James and John New of Wrentham, Ebenezer and Beza Soule of Plymton, and many others whose homes were in neighboring counties.

If one has a curiosity to know what wages one received for turning out some of the stones of better quality of workmanship it might

be cited that an old account book shows tombstones brought from one pound to ten pounds. In some instances a coat-of-arms was cut for four pounds. An epitaph of five hundred and twenty-eight letters was cut for four pounds and eight pence.

An epitaph of that length was by no means unusual. The following is of an illustrious citizen whose body is buried in the old burial ground containing the sacred dust of numerous patriots, at Quincy. The virtues of his wife are also mentioned on the same memorial:

Sacred to the memory of Josiah Quincy, jun., of Boston, Barrister of Law, youngest son of Josiah Quincy, Esq., late of this place. Brilliant talents, uncommon eloquence, and indefatigable application raised him to the highest eminence in his profession. His early, enlightened, inflexible attachment to the cause of his country is attested by monuments more durable than this, and transmitted to posterity by well-known productions of his genius. He was born the 23d of February, 1744, and died the 26th of April, 1775. His mortal remains are here deposited with those of Abigail, his wife, daughter of William Philips, Esq., born the 14th of April, 1745, died the 25th of March, 1793.

Stranger, in contemplating this monument as the frail tribute of filial gratitude and affection,

Glows thy bold breast with patriotic flame?
Let his example point the paths of fame!
Or seeks thy heart, averse from public strife,
The milder graces of domestic life?
Her kindred virtues let thy soul revere,
And o'er the best of mothers drop a tear!

Another very interesting inscription discloses the resting place in Quincy of one of the early clergymen of Braintree, as was the name of the whole area at that time now covered by Braintree, Quincy and other municipalities. The tombstones in this case contains a veritable thumb nail sketch of the person memorialized:

Braintrey! thy Prophet's gone, this Tomb inters
The Reverend Moses Fisk, this sacred herse
Adore Heaven's praiseful art that form'd the man
Who souls not to himself but Christ oft wan,
Sail'd thro' the straits with Peter's family,
Renown'd and Gaius's hospitality,
Paule's patience, James his prudence, John's sweet love,
Is landed, enter'd, clear'd, and crown'd above.
Obiit August the x, MDCCXIII, Aetatis suae LXVI.

It is believed that the first schoolhouse in the old town of Braintree was built about 1645. The town records refer to "our having kept a Free Latin School for about ninety years." It is known that "the schoolhouse" was sold in 1648, by the Rev. Henry Flynt to "Mr. Doctor Henry Morly," who had early been made a freeman in Boston. It is recorded that in April, 1647, he was married to Constant Starr. He evidently combined the duties of physician and schoolmaster and

succeeded Rev. and Mrs. Flynt, both teachers, and the parents of ten children. A memorial in the old cemetery tells something of this devoted and useful couple:

Here lies the body of the Rev. Mr. Henry Flint, who came to New England in the year 1635, was ordained the first Teacher of the Church of Braintry 1639, and died 27th April, 1663. He had the character of a gentleman remarkable for his piety, learning, wisdom, and fidelity in his office. By him, on his right hand, lies the body of Margery, his beloved consort, who died March 1686-7. Her maiden name was Hoar. She was a gentlewoman of piety, prudence, and peculiarly accomplished for instructing young gentlewomen, many being sent to her from other towns, especially from Boston. Descendants of goodly families in Old England.

There is a memorial in the old burial ground at Quincy which marks the tomb of Joanna Hoar, the "Great Mother." C. F. Adams, second of the name, wrote: "She is the common origin of that remarkable progeny in which statesmen, jurists, lawyers, orators, poets, story tellers, and philosophers seem to vie with each other in recognized eminence." After the death of her husband, Charles Hoar, sheriff of Gloucester, England, Joanna Hoar came to America in 1638, with her five children. Margery Flynt, already referred to, was one of the children. John, the eldest son, was ancestor of Judge E. R. Hoar and Senator George Frisbie Hoar. Another son, Leonard, was third president of Harvard College. He married Bridget, daughter of Lord Lisle and Lady Alicia Lisle. Lord Lisle was president of the High Court of Justice which decreed the death of Charles I. At the Restoration, he fled from England with a price on his head. He was tracked to Switzerland and assassinated August 11, 1664.

Lady Alicia was charged with harboring refugees after the battle of Sedgemoor, and was sentenced to be burned alive. The sentence was changed, in response to the protests of the clergy of Winchester, from burning to beheading.

The following is the inscription of Leonard Hoar, some time president of Harvard College, who died November 28, 1675, aged forty-five.

Three precious friends under this tombstone lie,
Patterns to aged, youth, and infancy,
A great mother, her learned son, with's child,
The first and least went free, He was exiled.
In love to Christ, this country, and dear friends,
He left his own, crossed seas, and for amends
Was here extolled, envied, all in a breath,
His noble consort leaves, is drawn to death.
Strange changes may befall us ere we die,
Blest they who well arrive at eternity.
God grant some names, O thou New England's friend,
Don't sooner fade than thine, if times don't mend.

Most of the local histories which have been written of Norfolk County have included some of the characteristic epitaphs which learned men of the Colonial period were so fond of writing and having chiseled on the tombstones of their friends and relations. Many of the ancient gravestones are still doing duty, decipherable and up-standing in a wilderness of weeds and brush, in most instances, although there has been a decided movement in recent years to clear the old burial grounds of underbrush and show that the present generation has respect for the resting places of those who passed away two centuries or more ago.

As for the stones themselves and men who fashioned them, Harriette Merrifield Forbes wrote a book which was printed in November, 1927, telling the story of "Gravestones of Early New England." She found some interesting memorials in Norfolk County churchyards as she wandered about. A few of the interesting facts which she learned are embodied in this chapter.

Many people presumed that the early gravestones were imported from England but it is doubtful if any considerable number of them crossed the ocean, as there was plenty of material at hand and men who were capable of doing the marking. In the Narragansett Basin, beds of shaly slate, showing shades of rose and green, are still to be quarried and some of that material may be found in the old burial grounds, in the tints named. Local stone cutters of Wrentham, Bellingham and other towns in that vicinity did their work well and it has lasted wonderfully.

According to the provisions of a will made in 1661, by William Blake, he gave "unto the Town of Dorchester twenty shillings to be bestowed for ye repairing of ye Burying Place so yt swine and other vermine may not anoy ye graves of ye saints." The burial ground has been well kept, enclosed with high walls. The records show that several votes were taken in various years for the care and preservation of the ground. In this burial ground are several gravestones cut by James Foster and his son James, two early stone cutters of Dorchester. On one of them appears the Foster coat-of-arms.

Forest Hills Cemetery has been termed by many the most beautiful cemetery in New England. It is believed to have been the first one of its kind established by any city or town in New England as the public burial place of its inhabitants. It was not established exclusively for the use of the inhabitants of Roxbury, as its proximity to Boston was taken into consideration. It was first opened in 1848 and since that time its territory has been extended to more than two hundred acres in West Roxbury district. It is so well kept that it seems more like a beautiful park than the resting place of the dead.

The oldest marked grave in New England is that of Bernard Capen in the Old Dorchester Burying Ground at Upham's Corner. The "wolf stones," laid down to keep the wolves away, are still in place. Near it is the Stoughton sarcophagus, restored by Harvard College. The death of Bernard Capen occurred November 8, 1638. The Old Dorchester Burial Ground was the first public cemetery laid out by vote of any town in New England. It was opened in 1634.

CHAPTER LIII

SLAVERY AND PUBLIC WELFARE

America Started With House Divided Against Itself—Massachusetts Returned First Slave in 1645—Commonwealth Was Free-born—Colored Man a Martyr at Boston Massacre and Assisted Commander Peary in Reaching the North Pole—Famous Adams Family of Quincy Anti-Slavery Workers—Slave Left to a Church—General Butler's "Tip" Led to Purchase of Overcoats—Early Welfare Work and Contributions From the Taverns—Working Indigent Persons on the Roads—Warnings Out of Town—How Mental Diseases Were Treated — Examinations to Prove "Inhabbitancy" — Massachusetts' Way of Distributing Comfort and Happiness.

About the same time that Rev. John Robinson gave his blessing to his congregation at Leyden, when they were about to embark, knowing not whither they were going, John Rolfe made an entry in his diary, recording a curse. This was the entry:

"About the last of August came a Dutch man-of-warre that sold us twenty Negars."

Two hundred and forty years later Abraham Lincoln declared "A house divided against itself cannot stand." In that famous speech of June 16, 1858, he said: "I believe this government cannot endure permanently half slave and half free." He took his cue from the same book which John Robinson had commended to the attention of the Pilgrims, telling them that out of this book should come further light and admonishing them to follow in the light of new revelations.

The House of Burgesses met at Jamestown, Virginia, in 1619. It was the first legislative assembly in America and the same year a Dutch "man-of-warre sold us twenty Negars."

A few months later a band of exiles set forth from Holland and were soon on their way on the "Mayflower." Before they left that historic vessel a form of government was drawn up and signed and Plymouth Rock, three months later, became the doorstep to freedom. America started with her house divided against itself.

Negroes were in America before the Pilgrims landed but not because of their own free will, as they had none. They multiplied, the number was increased by later arrivals. In the Southern States, men, women and children were sold at the auction block, and the breeding of slaves for Southern markets was a recognized business in border

States and even in the North. The institution, however, had its enemies from early times in the towns of the Pilgrims and Puritans.

The General Court of Massachusetts, in 1645, ordered the return to Africa of a Negro slave and the following year two others were sent back, showing that the fathers of the Commonwealth did not recognize any justice in that established branch of English commerce. The vote was as follows:

The General Court, conceiving themselves bound by the first opportunity to bear witness against the heinous and crying sin of manstealing, as also to prescribe such timely redress for what is past and such a law for the future as may sufficiently deter all others belonging to us to have to do in such vile and most odious courses, justly abhorred of all good and just men, do order that the negro interpreter, with others unlawfully taken, be at the first opportunity (at the charge of the country) sent to his native country at Guinea, and a letter with him of the indignation of the Court thereabouts and justice hereof, desiring our honored Governor would please put this order in execution.

"Cradle of Liberty" Given to Boston By a Slave Dealer—There were early Massachusetts men who protested against bringing slaves to Massachusetts, and among them were John Eliot, the "apostle to the Indians"; Gookin and Judge Sewall. The latter wrote a book entitled "The Selling of Joseph," which was a strong protest against the injustices of slavery. But these men were ahead of the public sentiment. Peter Faneuil who gave to the city of Boston the building which bears his name and has come down in history as "the Cradle of Liberty," was engaged in the slave trade, among many respectable Bostonians.

The Bill of Rights, adopted in the Constitution of Massachusetts in 1780, had as its opening words: "All men are born free and equal, and have certain natural, essential and inalienable rights." The Provincial courts had held as early as 1769 that no person born in Massachusetts was a slave, even though he were a child of a slave. Relying upon the clause quoted from the Bill of Rights, three actions were brought in the Massachusetts courts, in behalf of those whose recovery of freedom was sought.

Quork Walker had been beaten by Caldwell, who claimed to be his master and, asserting the rights of a master, defended his action in beating his property. The reply of the plaintiff was that he was a free man. The brief of Walker's counsel, Levi Lincoln of Hingham, presents an argument resting on the incompatibility of slavery with our condition as a people and the issue was plainly brought before the jury, which was urged "to give such a verdict now as will stand the test when we shall be arraigned at one common bar, shall have one common Judge, be tried by one common jury, and condemned or ac-

quitted by one common law—by the Gospel, the ‘perfect law of liberty.’ This cause will then be tried again, and your verdict will there be tried. Therefore, gentlemen of the jury, let me conjure you to give such a verdict now as will stand this test, and be approved by your own minds in the last moments of your existence, and by your Judge in the last day.

“It will then be tried by the laws of reason and revelation. Is it not a law of nature that men are equal? And is not a law of nature a law of God? Is there not a law of God, then, against slavery? If there is not a law of man establishing it, there is no difficulty. If there is, then the great difficulty is to determine which law you ought to obey. And if you shall have the same ideas as I have of present and future things, you will obey the former.” The jury decided that Quork Walker was a free man, and in that decision slavery was abolished in Massachusetts.

This was a very disquieting decision to be placed before the men of Massachusetts, who were doing business as cotton manufacturers and were dependent upon the Southern cotton crop. Should there be a falling out between Massachusetts and the Southern States, an important industry in Massachusetts would be crippled, and the feeling hereabouts was that the people of each State should follow a policy of non-interference. This sentiment prevailed until Southern leaders undertook to dictate concerning unsettled territories in the West. Massachusetts men protested vigorously against the “Missouri Compromise” in 1820. Daniel Webster led this protest, which is a point well to remember in view of his later attitude.

“Mayflower” Said to Have Been in Slave Trade—It has been set down in books of history that Captain Joanes of the “Mayflower” turned pirate not long after landing the Pilgrims. This may have been the case but, without affirming or denying the accusation against Captain Joanes, it seems well authenticated that the “Mayflower” was one of the first English ships to be used in the slave trade. It might be said of it in the same language of Hamlet: “To what base uses may we return.”

The same year that the Pilgrims landed at Plymouth, African slaves, shackled and driven, were on their way from the interior to the ports, their destination being free America and their fate a life of slavery. The Pilgrims and Puritans were slave owners—as many of them as could afford the purchase.

Not all slaves were from Africa. Some were red, not black. Colonel Benjamin Church, “a worthy wearer of the dropped mantle of Myles Standish,” argued with one hundred and fifty or more Indians

in the town of Dartmouth to "come over to our side." With him, partners in the transaction, were Ralph Earl and Captain Eel. When the Dartmouth Indians cheerfully came over and surrendered their weapons, they were made prisoners and later sold into slavery.

The right of a Christian to sell a savage into slavery was the ruling idea until the Abolitionists challenged the right just before the Civil War. The widow and little son of King Philip were sold as slaves in the West Indies, after Rev. James Keith had saved their lives. In 1706, Rev. Cotton Mather made an entry in his diary:

"Received a singular blessing in the gift of a likely slave, which was a mighty smile of heaven on this family."

Colored Man in Notable Events—One of the martyrs of the Boston Massacre was partly Negro and partly Indian. This was just previous to the Revolution. When the struggle for independence came, it was a Negro who brought about the first military victory by contriving the attack on Lord Percy's supply train and cut it off in Menotomy, now Arlington. At the Bunker Hill battle there were Negroes in the intrenchments and one of them fired the shot which killed Major Pitcairn. So all the way down through American history the man of colored blood has had his part. We recall how, in the World War, the Germans who had never before seen a colored man, as was the case with many, when they confronted a colored regiment attributed the color to the frenzy of fighting enthusiasm, and said the Americans, as soon as they got to fighting turned black and fought like devils. This was a recent tribute to the fighting spirit which the colored troops had also shown in the Civil War.

When the assassin, Leon F. Czolgosz, shot President McKinley, it was a Negro who struck down the murderer with his fist and prevented his possible escape. It was a Negro who was chosen by Commander Peary to go with him on his dash for the North Pole, explaining afterwards that he chose him because he was of more use to him than all the others put together. He had built the sledges and knew every detail of the work to be accomplished if the pole was to be reached, and, with Commander Peary, he reached it.

When slavery was a "going business" in the South four million Negroes were held in slavery. According to the code of slave laws the black man had no rights at all which the white man was under any obligation to respect. Today, politically, the Negro has a vote but practically it is of little value to him, taking the whole country into consideration. According to the United States' census of 1920, there were about ten and a half million of Negroes in the country, over one third living in the cities.

Massachusetts Was Free-born—The Constitution of Massachusetts was adopted in 1780 and was adopted with its Bill of Rights, which contained the words "All men are created free and equal." These words are often misquoted as from the Declaration of Independence which was written by a slaveholder. It was inserted in the Bill of Rights of Commonwealth of Massachusetts and put an end to legal slavery in Massachusetts, so that when the Fifteenth Amendment was adopted it had no legal effect in this State. Other States became free by the adoption of that instrument, but Massachusetts was free-born. This was proven by Levi Lincoln of Hingham who tried the cause of a man in Worcester held as a slave, and procured a decision which broke the shackles of every bondman in Massachusetts.

At the time of the Revolution, American feeling was averse to slavery. In the original draft of the Declaration of Independence, one of the charges brought against the king was his support of the slave trade. The British Parliament had continued to give every possible encouragement to the importation of slaves, in defiance to American remonstrance. After the Revolution slavery dwindled in popularity in the North but, even half a century later, the Northern business men who profited by slavery in the South upheld it as an institution. Abolitionists' meetings were broken up and individuals treated with violence. In Boston a mob of well-dressed citizens, most respectable in social circles, forcibly suppressed a meeting of female abolitionists. Later William Lloyd Garrison, who started the first anti-slavery paper January 1, 1831, was mobbed on the street by other groups of people of education and social prominence who had a rope and a determined purpose. They participated in the gains of slavery. The horrible details were below the Mason and Dixon line. "Why worry?"

Adams Family Were Abolitionists — A matter-of-fact advertisement, typical of the times, appeared in the "Boston Post" in 1742, forty-one years before the General Court of Massachusetts abolished slavery in the commonwealth. It read:

"To be sold by the printer of this paper, the very best Negro Woman in this Town, who has had the Small-Pox and measles; is as hearty as a Horse, as brisk as a Bird, and will work like a Beaver. August 23d, 1742."

Surely here was a prize for someone, a woman who reflected the virtues of beasts and bird and was immune from some of the Boston diseases before the Revolution!

Slavery was lawful in Massachusetts from the landing of the Pil-

grims till 1783, in other words one hundred and sixty-three years. John Quincy Adams, Wendell Phillips and William Lloyd Garrison of this vicinity did much to advance the freedom of the Negro.

John Quincy Adams, one of the famous Adams family of Norfolk County, made an eight-year fight against slavery and finally won his resolution which resulted in the prevention of slavery in the District of Columbia. This was a heavy blow against slavery struck by "Old Man Eloquent" from the home of the presidents.

Mrs. John Adams wrote to her husband, under date of September 24, 1774, concerning a conspiracy among the Negroes in Boston, and added:

There is but little said and what steps they will take in consequence of it I know not. I wish most sincerely there was not a slave in the province; it always appeared a most iniquitous scheme to me to fight ourselves for what we are daily robbing and plundering from those who have as good a right to freedom as we have. You know my mind on this subject.

John Adams returned from Philadelphia in October, 1774. At the Braintree town meeting March 15, 1775, a covenant was passed "very unanimously," according to the records, and it is believed that the covenant was drafted by Adams. In it appeared the following clause:

We will neither import, or purchase any slave imported since the first day of December last, and will wholly discontinue the slave trade; and will neither be concerned in it ourselves, nor will we hire our vessels, nor sell our commodities or manufacture to those who are concerned in it.

Jack Surely Belonged to the Church—The Brass Ball Tavern in Walpole was kept by Deacon Ezekiel Robbins, a prominent man of the town, whose property included a slave named Jack. Deacon Robbins bequeathed nearly all his property to the church, under conditions that Jack should be cared for in his old age and be given a decent burial at his decease. The clause in the will bearing on the condition read:

And further my will is, that if my Negro servant, named Jack, shall live to be chargeable by reason of old age or infirmity, or both, and my aforesaid wife shall not sell him, as she is hereby empowered to do, then my will is that the aforesaid church in Walpole shall take tender care of him, and suitably provide for him all the remainder of his life, and afford a decent burial after his death.

The will was admitted to probate in 1772. The widow of Deacon Robbins died shortly afterward. The church records show that money was paid for the support of Jack, that he was advertised when he ran away and that a church committee inquired into the legality of his marriage to a colored woman with whom he lived. Jack died in 1810 and, since the records show that his funeral cost \$163.33, it

is evident that the church was faithful to its obligations and that Jack had a funeral which was all that he or Deacon Robbins could have asked.

From early records of Sharon it is learned that Rev. Phillip Curtis, who was pastor of the Congregational church in that town from 1742 to his death November 22, 1797, had a slave named Scipio. Joseph Everett of that town owned Cato, supposed to have been a Negro who served three years in the Continental Army and was pensioned by the town in his old age.

Benjamin Randall, another leading citizen of Sharon, had a slave named Boston who outlived his master and was cared for by a fund left by Randall for that purpose. Boston was a faithful attendant at the religious services and one of the last slaves in the country. Two other Sharon slaves, of which records have been left, were: Caesar, owned by Samuel Cumings; and Cuffe, owned by Edmund Quincy, Jr., manufacturer of cannon used in the fortification of Dorchester Heights, and other cannon and guns used by the Colonial Army during the Revolution.

While the Civil War did not have the liberation of the colored people as its determining purpose, most people, both North and South, knew that Abraham Lincoln had said that if he ever got a chance to hit the institution of slavery he would hit it hard. The boys of '61 marched against the institution of slavery, without knowing how freedom for the blacks was going to be brought about, or whether it was going to be brought about. Nevertheless slavery was at the bottom of the differences in opinion between the industrialists north of Mason and Dixon line and the planters below it. The hatred for abolitionists in this vicinity had given way to admission that they were in the right. It had not come suddenly but by degrees, and the righteous conviction had become fixed.

Purchase of "Andrew's Overcoats"—Benjamin F. Butler of Lowell, a Boston lawyer, who was destined to become a general in the Civil War and many years later governor of Massachusetts, was a Democrat and, as a member of that party, attended the political convention at Charleston, in which Jefferson Davis was nominated as the Democratic candidate for presidency of the United States. "Ben" Butler returned from the national convention of his party and called upon John A. Andrew of Hingham, who was governor of Massachusetts, chosen by the Free-Soil party.

Concerning this visit to Governor Andrew, Rev. Dr. Edward Everett Hale wrote in his "Story of Massachusetts," published in Boston in 1891:

"General Butler called upon the governor to say to him that he was sure, from what he had seen and heard in Charleston, that it was the intention of the Southern leaders to bring the matter to the arbitrament of war. He thought that the Northern States should not be unprovided for such an emergency. Acting upon his advice, Governor Andrew sent a message to the Legislature, asking that it might be considered in secrecy. And it was so considered, in a secrecy which was curiously well maintained.

"One is reminded of the old days when the town of Paxton defied George III, and bought powder for war against England, when one remembers that the result of this secret conference was an appropriation of \$20,000, to be placed in the hands of the governor, that he might prepare the militia of the State for immediate movement. With that \$20,000 Governor Andrew purchased such matters as were supposed most necessary. Among other things, he purchased what were for a long time known as 'Andrew's overcoats' — a few thousand coats, such as were used by the infantry of the United States Army. The preparations were made none too soon. On the ninth day of April, 1861, Fort Sumter in Charleston Harbor was fired upon by the troops of the State of Carolina. President Lincoln summoned to ninety days' service, 50,000 militia from the Northern States.

"Governor Andrew instantly issued his proclamation ordering into service the fifth, sixth, and seventh regiments of the Massachusetts Militia. The ranks of these regiments were at once filled by eager volunteers. Men who were determined to go, paid people who had the privilege of belonging to these regiments, for the right to take their places as substitutes. On the eighteenth of April, the Sixth Regiment, in answer to Governor Andrew's proclamation, was mustered into service on Boston Common, in twenty-four hours after the proclamation was issued. As it passed through Baltimore, on the nineteenth of April, the historical day in the fortunes of Massachusetts, it was attacked by the mob of Baltimore, and two of its numbers were killed.

Massachusetts shed her choicest blood
To wash the streets of Baltimore."

Rev. Dr. Edward Hale tells an anecdote worth preserving of the arrival of the Sixth Regiment in Washington. Even leading men in Washington were in doubt what might be the immediate issue of the President's proclamation. As it happened on the afternoon of the nineteenth, Mr. Lincoln was surrounded by a few personal and political friends in the White House. Among them was Charles Sumner, who had, in the previous month, been pressing with quite as

much pertinacity as Mr. Lincoln liked, the name of one and another citizen of Massachusetts for appointment in the diplomatic service abroad. Mr. Lincoln had said to him at their last interview, "Now, Mr. Sumner, I hope I shall not have to hear from Massachusetts again." Mr. Sumner was fond of saying afterwards, that when the Sixth Massachusetts, clad in Governor Andrew's overcoat's, marched up Pennsylvania Avenue, "company front," he said to Mr. Lincoln who watched them as they passed the White House, "Mr. President, you are glad to hear from Massachusetts today."

Liberated Slaves and Other Indigent Persons—As has already been stated, Massachusetts early gave up her slaves and many of them became an economic liability upon the towns in which they had remained with their masters after liberation. Being no longer property to be handed down or sold as assets of the estate, they were helpless, unless the town took a hand in providing for them. They, therefore, became slaves of the town instead of individual masters, in some instances. Providing for these liberated slaves was a part of the process of providing for indigent persons, regardless of "color or previous condition of servitude."

There was another cause for poverty in the early days and that was too close attention to the temptations of convivial parties as a habit.

The earliest records show that permission was granted at the taverns to "draw" wine and to brew and sell "penny beere" but intemperance was punished severely by the Puritan fathers. The court ordered on March 4, 1633, that "Robert Coles for drunkenness by him committed at Roxbury shall be disfranchised, weare about his necke & soe to hange upon his outward garment a D made of redd cloth & settle upon white; to contynue this for a yeare and not to leave it off at any tyme when he comes amongst company under penalty of XL s for the first offence & V pounds the second, & after to be punished by the court as they think meet; also he is to weare the D outwards and is enjoyned to appear at the next General Court & to contynue there until it be ended."

Timothy Winter was recompensed, according to the records of Quincy in 1687, for having lodged, fed, clothed and buried Jacob Pool, the first public welfare work mentioned in that town. He was paid out of the rates, "with the town Cow which he received from the widow Scant" thrown in.

Records of that town show that in 1694 it was voted in town meeting "on the affirmative five pounds for John belshers widows maintenance and thirty shillings to Thomas Revill for keeping Wil-

liam Dimblebee. . . and seven shillings to William Savill for dimblebees coffin."

The cause of poverty in those days was sometimes attributed to the taverns or "ordinaries." John Adams declared that in them "the time, the money, the health and the modesty of most that were young and many old were wasted; here diseases, vicious habits, bastards and legislators were frequently begotten."

Those to whom the towns provided fuel, care, lodging and sustenance were required to pay for the same in such labor as they were able to furnish. Sometimes they were employed in keeping the highways in better condition. A story is told of one town in Norfolk County where there was an earnest discussion at one of the town meetings regarding the justice of the way in which the labor of poor people had been expended. One town meeting orator objected that a certain end of the town had received most of the labor of indigent persons and "most of the paupers come from that end of the town too."

The answering orator called upon his fellow-townsmen to witness the justice of the matter. "If we provide most of the paupers why shouldn't we get the benefit of their labor?" was his argument.

Sometimes People Were Warned Out—Selectmen in towns were empowered by Colonial laws to "order the affaires of the towne" and their duties included, at times, compelling the improvident and the infirm "to voyde the towne." There is a record that in 1701, the selectmen gave "notis to a leame gearle whose name is Wodekins that she doe depart out of Dedham."

In Colonial laws no single person could remain by himself unless a free man. Masters were required to support their servants. Under the Massachusetts Bay act of 1636, no servant could be set free before the end of his term. All towns were required by law "to dispose of all single persons and inmates within their town to service or otherwise." Where there were instances of the head of a family neglecting to support his dependents, he and his children were put out to service. The idea was to save the community from the burden of caring for slackers and to place the burden of incompetents and deficients upon the next of kin and, so far as it could be determined, where it belonged. Children were bound out until they became of age, in many instances. The volume of poor relief was kept relatively small and the colonists were usually able to acquire a plot of land and secure from it a sufficient living to keep the wolf from the door. The plan generally in vogue was patterned after the famous Poor Law of Queen Elizabeth of England.

There was an order of the General Court enacted in 1639, "That any shire court, or any two magistrates out of court shall have power, to determine all difference about the lawful settling and providing for, poor persons; and to dispose of all unsettled persons in such towns as they shall judge to be most fit for the maintenance and employment of such persons and families, for the ease of the country."

The selectmen in the towns were the officers of administration until overseers of the poor were established. The first board of this character was established in Boston in 1691. There were laws in both the Plymouth and Bay colonies against new comers, except with permission from the authorities. The Bay Colony, in 1636, enacted a law: "Ordered that no townsman shall entertaine any strangers into their houses for above 14 days without leave from those that are appointed to order the townes businesses."

Cases of poverty were discussed freely in town meetings and the poor were auctioned off to the lowest bidder who would undertake their care. In many cases persons likely to become public charges were "warned out."

Care of the Insane One Hundred Years Ago—In the latter days of the eighteenth century the care of the poor was a heavy burden upon the towns, even though the price paid for the care of each individual pauper seems insignificant. When Quincy was set off from Braintree in 1792, one of the first acts of the selectmen was to warn fourteen adults, seven of whom had families, to "depart the limits of the town." The care of the poor was put up at public auction, to be knocked down to the bidder who would undertake the support of the paupers for the lowest figure. In 1813, the price for care of poor in Quincy averaged "\$1.42 each per week, exclusive of sickness and funeral charges." During the six years between 1808 and 1813, inclusive, the whole tax levy was \$18,200 to meet town and parish expenses. More than one third of the whole, or \$6,205, went to the support of the poor. A less sum was used for school purposes.

There is a record of the town of Braintree as early as 1689 regarding the care of the insane.

It was voted that Samuel Speer should build a little house, seven foot long and five foot wide, and set it by his house to secure his sisters, good wife Witty being distracted, and provide for her, and the town by vote agreed to see him well payed and satisfied which shall be thought reasonable.

It is said that the method was to chain insane persons like a dog in these kennel-like houses, usually built in the yard of some relation or other keeper who assumed their care.

The method of caring for the poor and otherwise unfortunate was not peculiar to Norfolk County towns.

Under date of January 9, 1826, there is a record in the town of Foxborough: "Voted, that the Selectmen be instructed to remove Daniel Dassance, as soon as convenient, from the House of Correction, at Dedham, and build a cage and place it within his mother's house, and him the said Dassance therein, under the care of the Selectmen."

The vote was in the interest of a poor, insane person who was under the care of the town, according to the custom of the time. Later Dassance was provided for in a hospital at Worcester.

The care of the insane in this country was always more humane and gentle than in Europe. The treatment of such unfortunates in England, for example, was conducted under a belief that they were possessed by devils. They were chained, often in darkness. They were beaten and sometimes starved. Many times they were exhibited for money to a jeering, cruel public which made sport of pestering them. The evils of insanity were consequently aggravated. Following a Parliamentary investigation in 1815, and the report that mental diseases called for tender and indulgent care, the suggestion was regarded by the wise men who are always so admittedly wise in every generation, that such an idea was a dream of an idealist. But, in 1839, the barbarous mechanical appliances of chains, strait-jackets and chairs of restraint which were regularly employed in the asylums, were cast out, or used in extreme cases to prevent a patient doing violence.

Under more humane treatment the types of the disease gradually changed and the victims, no longer exasperated by continued severity of brutal attendants ceased to be afflicted by demoniac frenzies, and many cases were cured.

Document One Hundred and Fifty Years Old Recently Found—
In the filing room of the Cambridge Public Welfare office was found early in 1928 an interesting document, showing an exact examination made of a woman who made application for assistance. The document was dated June 10, 1777. One Phebe Thayer, whose maiden name was Wright (spelled in the letter Rite) applied for aid on account of her husband having died in the Revolutionary War. The examination was to determine her proper place of "inhabbitancy." The Selectmen of Cambridge reported to the Selectmen of Boston that the latter city should stand responsible and that two children of the couple were in Braintree. Questions and answers were as follows:

Q—what was your maiden name.

A—Phebe Ritt.

Q—where did you belong and where was you born.

A—At wilmington but I lived three years on Noddle Island and then was married to Ab thayer and lived with him there nine years, he then belonging to the Castle, but hired a house for me on T. (said) Island.

Q—was you ever warned out Boston or T. Island.

A—No.

Q—how long is it sence you came from T. Island.

A—when the Late Light was on hog Island.

Q—where did you go then.

A—I went to Chelsea, and my husband went in the army.

Q—where did you go then.

A—I went to Cambridge and have lived in the barracks ever sence in T. Town, my husband having Returned home from the army this last spring, was taken sick and died, and haith left with me in this Town of Cambridge four children, and two more in Braintree.

This examination was forwarded to the Selectmen of the town of Boston with the notation, signed by Edw. Marvett:

The above is a true examination from the mouth of the T. woman, Not Doubting but you are satisfied, they belong to the Town of Boston, and as the barracks are all to be cleared of the smallpox, Doubt not but you will Emedately send about for T. family or Doctor Rand haith given it as his opinion that the woman and one of her children now haith the D— (word obscured by blot).

Your Compliance, will greatly Relieve the Selectmen and this Town.

Even Almshouses No Longer Needed—The old-fashioned poor house was primarily a place of refuge. It was not an institution in the modern sense. It was usually managed by someone who attained the place as a reward for political service. In recent years there has been a tendency to abolish the almshouses, care for the indigent persons in institutions when hospitalization was required, or furnish them with financial assistance, fuel and food in their own homes, if they could keep them up with such assistance.

“Comfort and happiness are the chief things we can give these people who have come into our care. Let’s give them all we can,” is the Massachusetts attitude, as expressed by Francis Bardwell, State inspector, who occupies a little old leather-covered chair in the State House, when seated at his official desk. The chair is mentioned because it is the one used by Frank B. Sanborn, one of the Concord philosophers, an able welfare worker whom Mr. Bardwell succeeded in office.

Mr. Bardwell attributes the high standard of Massachusetts in caring for its dependents to the fact that the system is municipal instead of county care. He says: “The comfort and care of one’s neighbors is more intimate, nearer the heart, in a system based upon the home town as a government unit. Voters in the average town select the

overseer of the poor because of his fitness." The State has supervision but not control. Mr. Bardwell is frequently called to other States interested in taking over features of the "Massachusetts way." Several towns in Norfolk County have given up their almshouses, having so few persons requiring assistance from the town.

CHAPTER LIV

PROGRESS IN TRANSPORTATION

Following the Cow and the Indian On Horseback—Introduction of Carriages, Sleighs and Taking a Buggy Ride—Motor Busses in the Wake of Old-time Stagecoaches—Proposition of Boston and Albany Railroad Considered Madness—Town Meeting Action Against Railroads—First Railroad in Quincy Followed By Many in Spite of Opposition Fears—Old Colony System Made Up of Many Links—Names of Early Locomotives—Some Famous Old Taverns—Sign of the Sun—The Punch Bowl—Dr. Nathaniel Ames' Tavern, Almanac and Diary—A Beautiful Moose and "A Monstrous Sight"—Hospitality and Traveling Experiences—Busy Terminals in Seaport Towns a Century and a Quarter Ago.

Many times it has been told as a joke or as an historical fact that the streets of Boston were laid out according to the perigrinations of an erratic cow, and what applies to the streets of Boston applies more or less to the highways in Norfolk County towns, and towns in the Plymouth and Bay colonies. It was not the ways of a cow but the ways of the Indians which determined to a large extent the ways in which the early settlers went and, with variations, the ways in which we of the present generation go. There are numerous Indian paths, still used as public highways in Norfolk County. Surveyors were among the officers chosen at early town meetings and a part of their duty was to lay out highways, with a "jury" chosen for the purpose. Many of the ancient highways have been discontinued or straightened and, unless access be made to the records, it would be hard to ascertain their early locations.

Indian paths or trails gave way to bridle paths and these were widened into carriage roads. The turnpikes, with their taverns at convenient intervals, with "something for man and beast" were much traveled in stagecoach days.

The system of State highways is not new, in a sense. In earliest days the General Court had a watchful eye on the roads, poor as they were. They were owned by the towns and the towns were sometimes fined if they were not kept in passable repairs, up to the crude standard of the times. Indian trails were followed in many instances and some of the highways in Massachusetts remain crooked to this day on that account. At a session of the General Court in 1640, Boston was one of the towns fined and instructed to "mend its ways."

One of the earliest traveled highways in Norfolk County, and it might be said with equal truth one of the earliest in America, was the main trail from Boston to Providence and New York. This is sometimes referred to as the Country Road, or Old Post Road, or Roebuck Road. Of course there were taverns or inns at convenient intervals and travel over the old highway was not without its pleasures and moments of satisfaction. It was over this road that the Quakers were whipped at the cart-tail on their way out of Massachusetts to Rhode Island or the wilderness, or wherever fate might find them a more pleasant place in which to live or die. This Country Road remained the principal highway in the colony for many years.

The old Turnpike stage route from Providence to Boston, through Walpole, with a stop at the Old Morse Tavern in that town, was the one taken by General Lafayette in August, 1824. The tavern, conducted by David Morse, stood on the site of the present hospital and library of Bird & Son, Incorporated.

At this tavern Walpole had its first post office. On the second floor was the largest public hall between Dedham and Wrentham. It is said that Julia Ward Howe gave her first lecture there, a circumstance which is mentioned in "The Story of Walpole," by Willard DeLue.

From the earliest times in New England to the latter half of the eighteenth century travelers usually rode on horseback, and for short distances this continued to be the custom until long after stage lines had become numerous and well-managed. Felt, in his "History of Ipswich," published in 1834, tell us that "about thirty-five years ago, (1800) horse-wagons began to be employed. Gradually increasing, they have almost altogether superseded riding on horseback among our farmers. They are used to carry articles to market, which were formerly borne to town in wallets and panniers, thrown across a horse. They have prevented the method of going in a cart, as often practised before they were invented, by social parties, when wishing to make a visit of several miles."

Following the horseback riding, and the days of the one-horse open sleigh and many a good time, thanks to the buggy rides, came the electric cars. In their coming it was believed that perfection itself had arrived, as there was nothing faster than lightning, and it seemed mysterious enough to be the last word. Wherever an electric railroad was built, from the building of the first one in Brockton, up to a certain period, all were financial successes, and electric railway franchises were regarded as gold mines.

In recent years the old rails have been junked, the roads given up, and transportation taken on an entirely different form. With the present-day busses, instead of trolley cars, there is something in the

situation not unlike a return to the old stagecoaching days. As Willard DeLue says: "Not only are busses furnishing local transportation over some of the very same highways whereon the stages plied, but other lines are making several trips a day between Boston and Providence. In part of their route these through busses roll smoothly and swiftly over the once-famous turnpike road on which travelers of one hundred years ago were tossed about in the coaches of the Citizens' Company. Even the fare, \$2.00, is the same as of old."

Stagecoaches, "Boldness" and "Madness" — Israel Hatch's daily stages from Boston to Providence, established about 1793, covered the distance between five o'clock in the morning and two in the afternoon, changing horses once, at the half-way house in Walpole. The fare was one dollar, but this was a cut-rate, expressly advertised as "one half the customary price, and 3s. cheaper than any other stage." In 1811 the stage ride from Philadelphia to Pittsburgh, two hundred and ninety-seven miles, took six days; a wagon required about twenty days. Stage fare was twenty dollars: wagon fare, "five dollars per cwt., for both persons and property." The faster stages were often decorated with such hyperbolical titles as "Flying Machine" and "Flying Mail." The famous Telegraph Line from Boston to Albany was in 1831 operated under a contract which bound the drivers to make seven miles an hour on the average, day and night, including stops.

Naturally, journeys of any length were planned a good while beforehand, and intending travelers were always on the watch for casual means of conveyance. Their alert attitude is well exemplified in the following typical advertisement, from a Philadelphia newspaper of 1777:

A person wants to go to Boston and would be glad of a place in a chaise or wagon going there, or if only half the way on that road, and a genteel price will be given. Any this will suit will be waited on by leaving a line with the printer.

Our foreign visitors were better pleased with our sleighs, which to most of them were complete novelties, than with our stagecoaches and wagons. "No carriage," writes one just before the Revolution, "goes with so easy a motion as these sleighs do, having none of the jolting motion of a wheel carriage; but much resembling the motion of what we used to call a shuggie-shew, or a vessel before a fine wind." The same authority was much struck with the American custom of sleigh-riding for pleasure. "The young ladies and gentlemen," he says, "are so fond of this, as a diversion, that whenever the snow gives over falling, tho' it be after sun-set, they will not wait till next

day, but have their sleigh yoked directly, and drive about without the least fear of catching cold from the night air."

The earliest agitation for railroads in New England contemplated particularly the establishment of lines on which freight should be transported by means of horses. The Quincy Railroad, finished in 1827, was of this kind; it was only a few miles in length and was used to carry granite from the quarries to tidewater.

In 1829, William Jackson, in a lecture before the Massachusetts Charitable Mechanic Association, gave much space to showing what loads could be drawn by a horse on a railroad in comparison with the work that he could do on an ordinary turnpike. He was, however, fully cognizant of the experiments that had been tried with locomotives, and believed, though he expressed himself cautiously, that steam would soon supersede horsepower.

At this time the enthusiasm for a line from Boston to Albany was great, and Jackson's address was meant to further the project. A large part of the route had already been surveyed at public expense, and it was hoped that the undertaking would be fathered by the State. There was much scornful incredulity, however, which found utterance in various amusing ways. In 1827 Captain Basil Hall, whose "Travels in America" is deservedly celebrated for its intelligence and good-humor, went over a considerable part of the route between Boston and Albany. He was assured, he tells us, that it had been "seriously proposed" to connect these two cities by rail, but this he characterizes as a "visionary project." Appeals were frequently made to him to admire the plan. "I was compelled to admit," he says, "that there was much boldness in the conception; but I took the liberty of adding, that I conceived the boldness lay in the conception alone; for if it were executed, its character would be changed into madness."

Captain Hall's language is moderation itself in comparison with some of the strictures of the Massachusetts press. In June, 1827, there appeared in the Boston "Courier" a satirical article from the pen of the editor, Joseph T. Buckingham, which ridiculed the "railroad mania" unsparingly:

Alcibiades, or some other great man of antiquity, it is said, cut off his dog's tail, that quid nuncs (we suppose such animals existed in ancient as well as in modern times) might not become extinct for want of excitement. Some such motive, we doubt not, moved one or two of our natural and experimental philosophers to get up the project of a railroad from Boston to Albany;—a project which everyone knows,—who knows the simplest rules in arithmetic,—to be impracticable but at an expense little less than the market value of the whole territory of Massachusetts; and which, if practicable, every person of common sense knows would be as useless as a railroad from Boston to the moon. Indeed, a road of some kind from here to the heart of that beautiful satellite of our dusky planet

would be of some practical utility,—especially if a few of our notional, public-spirited men, our railway fanatics, could be persuaded to pay a visit to their proper country.

Railroads Regarded as Calamities—The prejudice against railroads entertained by a good many people in New England died hard. As late as 1842 the inhabitants of Dorchester voted, in town-meeting, that a railroad on either of two proposed lines “will be of incalculable evil to the town generally, in addition to the immense sacrifice of private property which will also be involved. A great portion of the road will lead through thickly settled and populous parts of the town, crossing and running contiguous to public highways, and thereby making a permanent obstruction to a free intercourse of our citizens, and creating great and enduring danger and hazard to all travel upon the common roads.” Further they declared that, if a railroad must be built, “it should be located upon the marshes and over creeks,” and finally it was—

Resolved: That our representatives be instructed to use their utmost endeavors to prevent, if possible, so great a calamity to our town as must be the location of any railroad through it; and, if that cannot be prevented, to diminish this calamity as far as possible by confining the location to the route herein designated.

It is doubtful if there was ever a steam railroad proposed previous to the Civil War which did not bring about vigorous opposition on the part of well-meaning folk who produced what they believed were strong arguments against the railroad in question and, at least, against the proposed location. In the days when “All the way around the Cape ’s the only way to Boston, in the words of a song sung by people who inhabited the south shore of the Cape Cod, a correspondent on the lower end of the Cape wrote to the “Yarmouth Register,” as follows:

You are aware that the citizens of this place have generally stood aloof from the extension of the railroad to Yarmouth. The reasons were well known. Provincetown placed a steamboat upon the Cape route to Boston, but the Cape Cod railroad took nearly all the passengers on the south side, whispering in their ears, it is said, the unsafe condition of the boat (while a safe and better boat never need be asked for). The owners of the boat, many of them mechanics, widows, and persons of limited means, were compelled in about three years to sell the “Naushon” at an enormous sacrifice. Indeed, many have hardly received a dollar for all they paid. Others, as a desperate push, purchased the boat and placed her upon the route again, but the railroad it is evident had the advantage and crushed the boat. These things were galling the minds of the people here. Could it therefore be expected that they would subscribe for the stock of the road, that had sunk about twenty thousand dollars for them in less than four years?

But now the road is to come to Yarmouth, travel will be turned to it from this place. When, too, the day comes to extend the road still further this way, you

will not find Provincetown asleep in the matter. Yet it is unfortunate, that the road, should it be extended beyond Yarmouth, must become a branch. The past losses to this place must be overlooked and forgotten in the advantages of the extension. Let it have as hearty sympathy as it demands. And it is evident that it does demand the warm sympathy of the remotest son of the Cape. It is a great public improvement. The certainty and speed of travel and communication, the rapid transfer of the mails, and the necessary life and enterprise it awakens to all the interests within its reach, demand more than cold wishes for its success.

X. Y. Z. Jr.

The development of railroads in Massachusetts dates from 1827, when the Granite Railway Company built the first railroad from the stone quarries in Quincy to the Neponset River, a distance of three miles, and operated it by horse power. It was first used to transport the granite for the Bunker Hill Monument.

The nearest railroad to Plymouth, Barnstable and Norfolk counties to be operated by steam was the Boston and Providence Railroad which was chartered June 22, 1831. The Boston and Worcester Railroad was chartered the following day. A year before, June 5, 1830, the Boston and Lowell Railroad was chartered. When these roads were chartered it was expected they would be operated by coaches being drawn by horses, but steam had been used on the Liverpool and Manchester Railway in England, in September, 1830, and so it was adopted on the first American railroads. The Boston and Providence Railroad was opened as far as Hyde Park, then in Norfolk County, June 4, 1834. The first railroads were laid on granite ties, but some time later chestnut ties were used and have continued to be the preferred material ever since. The first locomotives built in England weighed eight or ten tons each. The cars were much like stagecoach bodies set together on a platform and wood was burned for fuel.

The Old Colony Railroad, between Boston and Plymouth, was opened November 10, 1845. Up to the outbreak of the Civil War in 1861 there were only 1,221 miles of railroad in the entire State but since that time they have been extended so that nearly every town had railroad accommodations, then street railway accommodations in all the principal towns, until motor transportation caused both to lose much of their popularity for passenger travel for long distances. The Cape Cod Railroad was extended to Provincetown in August, 1873. There had before that been a railroad with a terminus at Yarmouth and coach service from there to Chatham.

Since 1835 Boston and vicinity has lived in a new world, made new by railroad transportation, beginning in Norfolk County. The only agencies of commerce and travel previous to that year were the sail and the horse, the same as had served the Pilgrims and Puritans. The

only exception was on interior waters. Boston was, from 1835, no longer merely a Provincial New England capital. Business became diversified, instead of largely sewed up in the fisheries, the carrying trade and foreign commerce. People who were not accustomed to changes or adaptable to new conditions looked upon the new order of things as decay. Something of the same outlook has seized upon people similarly limited in their vision on account of changing conditions in the present decade. America is still shaping itself as it grows. We are only a little more than three hundred years from the Pilgrims and less than that from the Puritans.

Previous to the days of the railroads and the new order of things which came with so-called rapid transit, local markets were guarded with care, both zealous and jealous. It will be remembered how the men of Plymouth sent a note to the early Puritan poachers, reminding them that trading with the Indians in Plymouth territory would not be looked upon in any way but as an unfriendly act.

When railroad transportation became an assured fact, the Yankee rose to the situation, as he always does, and putting through railroads and their use were matters in which he was prominently concerned, even in putting through the railroad uniting the people dwelling on the two great oceans. Travel by rail was regarded in early railroading days much the same as travel by airplane is regarded by the great majority of people today. One who was employed on one of the early Massachusetts railroads recalls that employees were asked to fill out a blank, giving age, name and other personal facts and, more especially, to answer the question: "Where would you like to have your remains buried?"

Dedham Saw Advantage of New Railroad—The first survey of the Boston & Providence Railroad located the road through the centre of the town of Dedham and the people of that town were favorably disposed, which was something out of the ordinary in early railroad matters. Too often the people of a community were inclined to look upon the coming of a railroad as a menace to human life and livestock. The people of Dedham appreciated the benefits to be derived from such an enterprise. The Dedham Hotel and the stable connected with it had been destroyed by fire October 30, 1832, with a loss of sixty horses. The Phoenix Stable burned January 7, 1834, with a loss of fifty-three horses. The old turnpike and stagecoach days were over.

Application was made to the directors of the Boston & Providence Railroad Company to build a branch from what is now Readville, then called Low Plain, to Dedham. The petition was granted, with legislative enactment, and the Dedham Branch was completed in December, 1834. For a time the distance between Dedham and Boston was covered

in cars built after the manner of English railway-carriages and drawn by horses. For several years the railroad corporation provided a carriage to collect passengers in Dedham and even then some preferred to patronize the stagecoaches which ran between Dedham and Boston. An omnibus drawn by four horses covered the route between Dedham and Boston as late as 1841.

The Norfolk County Railroad, from Dedham to Blackstone, was opened in 1849. The Boston & Providence Railroad Company, after the same time, built a branch through West Roxbury, to connect with the Norfolk County line. Another line was constructed through Dover and Needham. Later, the Norfolk County Railroad passed into the hands of other corporations and a new road was constructed through Dorchester, which connected with it a mile and a half south of the village.

The development of railroads in this part of the State, including Norfolk County, following the building of the road already referred to in Quincy, was an important occurrence. A charter was granted to the Old Colony Railroad Corporation, March 18, 1844, for a road from Boston to Plymouth. In 1845 the same interests received authority to build a road from Bridgewater to South Abington, now Whitman, known as the "Bridgewater Branch." About the same time the Middleboro Railroad Corporation was chartered to build a railroad from Bridgewater connecting with the Fall River Branch, which had been built to Myricks. In the same month the Randolph and Bridgewater Railroad received a charter to run from Bridgewater to a point on the Old Colony Railroad at Quincy or Braintree.

The Middleboro, Fall River Branch and Randolph and Middleboro lines were united in August, 1845, under the name of the United Corporation. This was an early railroad merger which perhaps aroused as great a local interest as any of the big railroad mergers in recent years. The United Corporation became the Fall River Railroad Company in April, 1846. The Old Colony and the Fall River lines were united in March, 1854, under the name of the Old Colony and Fall River Railroad Company.

The Cape Cod Branch Railroad was incorporated in April, 1846, to build a road from Middleboro to Sandwich. The first train for passengers steamed over this road to Sandwich, in May, 1847. The name was later changed to the Cape Cod Railroad. There was an extension to Hyannis, another to Orleans by the Cape Cod Central Railroad, and eventually to Provincetown.

The Middleboro & Taunton Railroad was run as a competing line with the Old Colony for a time, beginning in 1853. Later the Old Colony bought the stock and the roads were merged. All the railroads were consolidated in 1872 under the name of the Old Colony Railroad.

All the roads in this part of the State were absorbed, by lease or purchase by the Old Colony. In 1893 it leased itself for ninety-nine years to the New York, New Haven & Hartford Railroad Company.

Pilgrims and Puritans Welded By Steam—The Old Colony Railroad which, for many years, has been leased by the New York, New Haven & Hartford Railroad Company, has served Plymouth County by several consolidated lines. The original line, from Plymouth to Boston, was opened for travel November 8, 1845.

The first train was drawn by a wood-burning locomotive and it was a great event in Plymouth and the towns along the route to Boston when the first trip was made. The station agent at Plymouth closed his office and indeed the whole station and took the trip on the train, acting as conductor. This line connected the descendants of the Pilgrims with the descendants of the Puritans. It was consolidated September 7, 1854, with a line which had been built from Boston to Fall River. The name of the road was then changed to the Old Colony and Fall River Railroad Company. When, October 1, 1872, the Fall River Railroad was consolidated with the Cape Cod Railroad Company, which was chartered in 1846, and road opened to Cape Cod, July 23, 1873, the road was changed back to the Old Colony Railroad Company.

The South Shore Railroad was purchased October 1, 1876, and other purchases were the Duxbury & Cohasset line, October 1, 1878; the Fall River, Warren & Providence line, December 1, 1875.

In 1856, the Middleboro and Taunton branch was opened. In 1871, the direct line through Easton and Taunton; and in 1882, the branch line from Raynham to Taunton.

The Boston, Clinton, Fitchburg & New Bedford railroads, a consolidation of several lines, made a contract with the Old Colony management, February 1, 1879, by which it was absorbed by the Old Colony. The latter company has since leased the Lowell & Framingham, the Fall River to New Bedford line, Dorchester & Milton road, a line extending from Neponset to Mattapan and the Boston & Providence Railroad. The Old Colony Railroad Company operated about 500 miles of railroad and was in prosperous condition when it was leased for ninety-nine years to the New York, New Haven & Hartford Railroad Company, which now operates the road all through this section.

In 1871, the Old Colony Railroad Company assumed control of the Fall River Line of steamboats between Fall River and New York and this steamship line was included in the lease to the New York, New Haven & Hartford Railroad Company.

An early president of the Old Colony Railroad was Alexander Holmes of Kingston, who lived in a handsome stone residence on Captain Thom-

as' Hill, overlooking Kingston Bay. It is now occupied by one of his descendants having the same name.

The president of the New York, New Haven & Hartford Railroad Company is E. J. Pearson, of Boston, and New Haven, Connecticut. The general passenger agent is W. P. Read of New Haven, Connecticut. None of the present officials are residents of Plymouth County or the Old Colony District.

The Norfolk County Railroad was incorporated in 1847 and completed in 1849. The road was twenty-six miles in length, connecting the towns of Dedham and Blackstone. It later became a link of the New York & New England Railroad.

Franklin and Providence were connected by the Rhode Island & Massachusetts Railroad, via Valley Falls, in 1877. This railroad was twenty miles in length.

In 1883, the Milford & Franklin Railroad was completed, ten miles in length. It connected with the Boston & Albany Railroad, through Hopkinton and Ashland.

The Old Colony Railroad, from Boston to Plymouth, was opened for travel November 10, 1845.

The South Shore Railroad was opened to the public January 1, 1849. It was bought by the Old Colony Railroad Company in May, 1877, and has since been operated as one of its branches.

Naming of Locomotives An Old Custom—Early in 1928 the New York "World," boasted editorially, that after it "advocated a bold innovation in regard to locomotives" suggesting that they should be provided with names so that they might have personalities as ships have personalities, the Baltimore & Ohio Road has "put our plan into effect" and will soon have twenty locomotives named for the first twenty presidents of the United States. Evidently the editor who dictated that editorial point was not old enough to remember when every locomotive had a name.

The Boston & Albany and Boston & Providence railroads were both direct results of the Granite Railway. In 1828, ground was broken for the Baltimore & Ohio Railroad. The first steam locomotive, "The Stourbridge Lion," was used in transportation by the Delaware & Hudson Railroad August 8, 1829. A few years ago it was still in the yards of that road at Carbondale, Pennsylvania.

Peter Cooper's "Tom Thumb," was the first American steam locomotive to run on American railroads. It was successfully operated on August 28, 1830.

The first American locomotive built for actual use on the first railroad on which steam was used as a motive power from the completion

of the road was "The Best Friend of Charleston" which made a trip on the South Carolina Railroad, November 2, 1830.

The first locomotive to draw passenger cars in the State of New York, was the DeWitt Clinton, which made its first excursion trip, August 9, 1831. It was exhibited a few years ago at the Brockton Fair.

The first locomotive in Massachusetts was on the Boston & Worcester tracks in March, 1834. This road was later extended to Albany. The first president was Thomas B. Wales of Randolph. He was also prominently identified with the Boston & Providence Railroad.

The Old Colony Railroad, from Boston to Plymouth, was built with a capital of \$1,000,000, the company being chartered in 1844. The first president was a Norfolk County man, Nathan Carruth of Dorchester. It pursued a policy of development and acquisition superior to all other railroads in the State, and held undivided control of the southeastern portion of the State until the road was leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years.

The Union Pacific Railroad was built very largely through the energy of Oakes Ames of Easton. Oliver Ames was its first president.

At the Sign of the Sun—A history of the transportation facilities and entertainment provided at regulation stopping places on the road in Norfolk County would be incomplete without reference to Dr. Nathaniel Ames, author of the Ames almanacs and keeper of a tavern in Dedham. The latter stood opposite the Dedham Court House and had been known, previous to the Revolution, as Woodward's Tavern. It was at an earlier date that Dr. Ames was the proprietor, as his death occurred in 1764.

Dr. Ames was a physician, mathematician and wit. He published an Astronomical Diary or Almanac for forty years, from 1725 until his death in 1765. Even after his death, it was continued under his name until 1775, as it was held in high repute and much in demand.

Dr. Ames was equally celebrated for his drugs, his inn, and his almanac. The almanac was a good medium for the advertisement of the tavern. He announced the opening of his house of entertainment in his issue for 1751:

ADVERTISEMENT.

These are to signify to all Persons that travel the great Post-Road South-West from Boston, that I keep a House of Public Entertainment Eleven Miles from Boston, at the Sign of the SUN. If they want Refreshment, and see Cause to be my Guests, they shall be entertained at a reasonable Rate,

N. Ames.

For some reason the "Sign of the SUN" did not get into position promptly. Hence in 1752, Dr. Ames returned to the subject as follows:

The Affairs of my House are of a Publick Nature, and therefore I hope may be mentioned here without offence to my Reader: The Sign I advertised last Year by reason of some little Disappointments is not put up, but the Thing intended to be signified by it is to be had according to said Advertisement. And I beg Leave further to add, that if any with a View of Gain to themselves, or Advantage to their Friends, have reported Things of my House in contradiction to the aforesaid Advertisement, I would only have those whom they would influence consider, that where the Narrator is not honest, is not an Eye or Ear-Witness, can't trace his Story to the original, has it only by Hear-say, a thousand such Witnesses are not sufficient to hang a Dog; & I hope no Gentleman that travels the Road will have his Mind bias'd against my House by such idle Reports.

It is pleasant to know that the doctor's vigorous defense was effectual and that the Sun Tavern enjoyed great and long-continued prosperity.

Dr. Nathaniel Ames was the father of Honorable Fisher Ames, one of the most eminent lawyers and statesmen ever born in Dedham.

In addition to keeping a tavern, indulging in astronomical calculations, publishing an almanac and practicing medicine, he kept a diary and opened his diary of the year 1801, January 1, with the following: "The nineteenth century begins with a fine, clear morning, wind at S W. And the political horizon affords as fine a prospect under the administration of Jefferson and returning intercourse with France & Us. With the irresistible propagation of the Rights of Man, the eradication of hierarchy, oppression, superstition & tyranny over the world by means of that soul-improving genius-polisher,—that palladium of all our rational joys—the printing press—whose value tho' unknown by the vulgar savage slave cannot be sufficiently appreciated by those who would disdain to fetter the image of God."

Harking back to the days of the stagecoaches in and out of Norfolk County, we find interesting advertisements concerning arrivals and departures from the files of the old almanacs, as well as from the early newspapers which appeared in several of the larger and older towns of the county. One of these advertisements read as follows:

DEDHAM Stage starts from King's inn every day in the week (Sundays excepted) at 4 o'clock in the afternoon, and arrives in Boston the same days, at 10 o'clock in the morning.

QUINCY Stage sets off from King's inn every Tuesday, Thursday and Saturday, at 4 o'clock in the afternoon, and arrives in Boston the same days, at 10 o'clock in the morning.

CANTON Stage sets off from King's inn every Tuesday, Thursday and Saturday, at 3 o'clock in the afternoon, and arrives in Boston the same days, at 9 o'clock in the morning.

There were at the old taverns and inns refreshments and good cheer and there were at times special attractions, announced much the same

as similar attractions by the modern carnival companies. The following advertisements show the style:

A Beautiful MOOSE.

The curious in Natural History are invited to Major King's Tavern, where is to be seen a fine young Moose of sixteen hands in height, and well proportioned. The properties of this fleet and tractable Animal are such as will give pleasure and satisfaction to every beholder.

Price of admittance, Nine Pence. Dec. 9, 1800.

MONSTROUS SIGHT!

To be seen at A. POLLARD'S Tavern, Elm Street—A white Greenland Sea BEAR, which was taken at sea, weighing 1000 wt. This animal lives either in the sea or on the land. They have been seen several leagues at sea, and sometimes floating on cakes of ice.—This animal displays a great natural curiosity.

Admittance 12 1-2 cts. .. children half price.

About the Old-time Hospitality—During the past hundred years the inns and taverns as they were known in "the good old days" have not been as they used to be.

President Dwight, writing about 1820, avers that the inns of New England had deteriorated, and to prove his point he gives a most attractive description of a house of the old style, leaving his readers to contrast it with those with which they were themselves acquainted;

The best old fashioned New-England inns were superior to any of the modern ones which I have seen. They were at less pains to furnish a great variety of food. Yet the variety was ample. The food was always of the best quality; the beds were excellent; the house and all its appendages were in the highest degree clean and neat; the cookery was remarkably good; and the stable was not less hospitable than the house. The family in the meantime were possessed of principle, and received you with the kindness and attention of friends. Your baggage was as safe as in your own house. If you were sick, you were nursed and befriended as in your own family. No tavern-haunters, gamblers or loungers were admitted, any more than in a well ordered private habitation; and as little noise was allowed.

There was less bustle, less parade, less appearance of doing much to gratify your wishes, than at the reputable modern inns; but much more actually done, and much more comfort and enjoyment. In a word, you found in these inns, the pleasures of an excellent private house. To finish the story, your bills were always equitable, calculated on what you ought to pay, and not upon the scheme of getting the most which extortion might think proper to demand.

Description of a Typical Trip—There is a record left by "Abdy, the Oxonian," who tells what happened to him in New England in 1833:

I left Northampton on the 16th at three, A. M., for Boston, and arrived at that place about eight in the evening. The road was good; and, if we had not changed our vehicle three times during the journey, and stopped at the various post offices for the bags, and at the hotels for refreshment, we should have got in much sooner.

The first fifteen miles were performed in an hour and forty minutes. The distance is ninety-four miles. The passengers were inclined to be sociable; and, as it was a fine day, and the country not uninteresting, the journey passed off pleasantly enough. An English coachman would have been somewhat amused with the appearance of the stage and the costume of the driver. The former was similar to some that are common enough in France, though not known on our side of the channel. It was on leather springs; the boot and the hind part being appropriated to the luggage, while the box was occupied by two passengers in addition to the "conducteur," and as many on the roof.

On the top, secured by an iron rail, were some of the trunks and boxes, and inside were places for nine; two seats being affixed to the ends, and one, parallel to them, across the middle of the carriage. Our driver sat between two of the outsides, and when there was but one on the box, over the near wheeler; and holding the reins, or lines, as he called them, in such a manner as to separate his team into couples, not a-breast, but in a line or tandem fashion, drove along with considerable skill and dexterity. When he got down, he fastened the "ribbons" to a ring, or a post in front of the house where he had occasion to pull up.

In the less thickly settled parts of the country the stagecoach gave way to the "stage-wagon." This was a primitive contrivance, "a mere cart with four wheels," one traveler calls it,—and was usually drawn by two horses. Chairs were sometimes used as seats, but there were not always enough to go around. Not infrequently the passenger had to sit on his own baggage.

The "Punch Bowl Tavern" in Brookline was another of the famous old hostelries. It was built long before the Revolution, a two-story, hip-roof building, to which additions were made from time to time. In some instances old houses had been purchased in Boston or vicinity, moved and attached to the tavern. The vicinity took on the name of the "Punch Bowl Village," as the inn was the popular and compelling feature of the community. It was on the first road built leading to Boston.

There was a swinging sign, which creaked in the wind for more than a hundred years. There was a painting of a huge bowl and ladle, overhung by a lemon tree, resplendent with yellow fruit, some lying around the bowl as if dropped from the tree.

The opening of the Worcester Railroad put a quietus to the "Punch Bowl." It was bought by Isaac Thayer about 1830 and torn down. The solid oak used in its construction was rebuilt into the construction of nine dwelling houses and, in some instances, has stood nearly another hundred years of sheltering usefulness.

There were other taverns and inns at Weymouth, Cohasset and Quincy, seaport towns in Norfolk County which were engaged in early shipbuilding and fishing industries.

A leading inn in a large seaport town presented a scene of great variety and animation. It combined the functions of the modern hotel, club, railway station,

and exchange. It was a rendezvous for merchants and ship-captains, as well as for politicians and officials of all kinds. Social meetings, dances, and entertainments took place in its assembly room. Stage passengers and their friends were continually coming and going.

In 1801, as we learn from the Almanac, King's Tavern, in Market Square, Boston, was the "terminal" for the stages for Albany, New York, Portsmouth, Amherst, Providence, Plymouth, Salem, Taunton and New Bedford, Dorchester and Milton, Dedham, Groton, Quincy and Canton. Some of these ran daily (Sundays excepted), others three times a week, a few once a week. The bustle of arrival and departure must have been almost continuous.

CHAPTER LV

DEFENSE AND LEARNING UNIVERSALLY GUARDED

Early Militia Had to Keep Its Powder Dry, Watch the Loyalist and Be Ready for Whatever Happened—Stoning the British—A One-Man Navy—General Tupper's Test of Bravery—Burial of Captain Jonathan Alden—Education the Real Safeguard of the Nation—John Adams Graduated from Ditching—College and Academies—Beginning of Normal Schools—"Nature Method" of Instruction—First Woman Poet, First Woman Minister—Forerunner of Tabloids—Norfolk County Newspapers.

The early colonists literally started life in America with the Bible for a guide and a gun for defense, and history shows that they had plenty of need for both. The church and the town meeting were essentially New England, as President John Adams said on one occasion. Next to those institutions was the local militia, dating back to the standing army at Plymouth, with Captain Myles Standish as commander-in-chief. Those who served as officers in the militia companies were the leading men of the communities. They led the militant citizenry against the Indians, the French in defense of English sovereignty in the New World, and the English when the time came to teach the mother country the truth of what Benjamin Franklin had in mind when he originated the cartoon of the snake and the motto "Don't tread on me." Training greens and parade grounds were established in various towns, and spring training was an institution and a duty.

John Adams wrote in a letter to a friend: "The American States have owed their existence to the militia for more than two hundred years. Neither school nor town meetings have been more essential to the formation and character of the nation than the militia." The Colonial law provided that all from sixteen to sixty should serve in the local militia unless they were "timorous persons." By act of the Continental Congress in 1775, "all able bodied men between sixteen and fifty in each colony should form themselves into regular companies of militia." It was expected that one-fourth of the number should be "minute men." Borrowing a term from Cromwell's Army, the State was organized into companies called the "train band." Those who were above the militia requirement up to fifty were in the "alarm list" unless they were sixty-five. All must be ready at the call of the governor. Governor Hinckley, in 1689, reported that, besides the commissioned officers there were in the

"train band" five hundred and ninety able, effective men of the colony.

The militia equipment called for a good firearm with steel or iron ramrod and worm, priming wire and brush, a bayonet fitted to the gun, a cartridge box holding at least fifteen rounds of ammunition, six flints, one pound of powder, forty leaden bullets, a haversack, blanket, canteen to hold one quart.

Following the War of 1812, each company had a fife, drums, and sometimes clarinets and bugles, and the uniforms and equipment were much more suitable and pretentious than in earlier years.

Loyalists of the Revolution—According to the "Memorial History of Boston," John Adams was inclined to believe that in the colonies-at-large not more than two-thirds were against the Crown at the breaking out of the Revolution. The last vote that showed the strength of the Loyalists in the town of Boston was in 1775, when the vote stood five against two. "Of the three hundred and ten persons who were banished from the country and their estates confiscated, over sixty were graduates of Harvard College."

Sabin, in his "American Loyalists," estimates that there were in the Province of Massachusetts Bay, more than two thousand Loyalists, for the most part wealthy, influential and professional men of the colony. He says: "Upwards of eleven hundred retired in a body with the royal army at the evacuation of Boston." One hundred and five were inhabitants of country towns, Norfolk County, and elsewhere in the vicinity of Boston. Not all the Loyalists, or those known to be in sympathy with the British cause, were proscribed or banished. Neither were their estates confiscated, as people in the towns had confidence in their integrity. They were put under surveillance of the town authorities, and the militia had a responsibility at home harder to deal with than when they were ordered against those unqualifiedly enemies in the field.

When the Loyalists, or Tories, as they were usually called by the patriots, were known to give aid and comfort to the enemy or to furnish information to the English soldiers, they were dealt with much as the Quakers, Baptists and Ann Hutchinson had been dealt with. The remedy was likely to be swift, ungentle and effective.

Militia Engaged In Watchful Waiting—Neither before nor after the Revolution were the general resources of America wasted by the maintenance of fleets and armies. These were among the British institutions and practices which the Separatists had come over to get away from. The Americans undertook to conduct their affairs on principles directly the reverse of those by which the Old World in preceding ages had been guided. They entertained no purposes of aggression and the

maintenance of the militia served to protect them from their neighbors and unruly members of their own constituency.

Europe lay at the feet and mercy of a few proud and powerful families for the protection and glorification of which enormous multitudes of armed men were employed in devastating wars. Industry of toiling millions, and the rewards which should have been theirs, were subject to this handicap and withholding, to cater to the unholy ambitions and self-will of the nobility. The Americans were, perhaps, the only people who had comprehended what it was all about sufficiently to take a stand against it and had no intention of incorporating such a plan in the American scheme of things.

When resistance to British aggression became inevitable, the larger towns in the county had their militia companies. In Dedham there were five companies of militia. In addition there were "minute-men" and an association of veterans of the French wars. A convention was held in that town and prudential measures were adopted on current affairs. Delegates attended from the various towns in the county.

Powder and bullets were purchased and stored in safe places. Sometimes these places were beneath the pulpits in the meeting-houses. Town meetings were held and it was voted in most of them to pledge their lives and fortunes in the cause of liberty. Strangely enough one of these town meetings, in the town of Bellingham, was held July 4, 1776. That date had no special significance when the warrants were posted for the call, but it was at that meeting, at almost the precise hour that the Declaration of Independence was proclaimed in Philadelphia, that the following vote was passed:

"In case the Honorable Continental Congress should find it necessary for the safety of the United Colonies to declare them independent of Great Britain, the inhabitants of this town with their lives and fortunes will cheerfully support them in the measure."

The town of Wrentham had taken action unanimously a month before and declared it in substantially the same words. In fact, September 15, 1774, soon after the encampment of General Gage on Boston Common, Wrentham voted to buy two cannon "of the size and bigness most proper and beneficial for the town."

Each town voted measures which were literally acts of treason toward the old country. By the time the blood was shed at Lexington all of the towns were ready with men and ammunition.

Distinct Types of Patriots—The spirit of 1776 lived in Captain John Parker who refused to disperse at the British command on Lexington Common. It lived in Joseph Bates, of Cohasset, who marched to Boston to join the army and fought at Bunker Hill. When the Americans

were obliged to retreat after their ammunition had become exhausted, Bates caught up stones and hurled at the on-coming, well-armed British until death put an end to his patriotic zeal.

Another patriot of Cohasset declared he would have one shot at the enemy in the War of 1812. Alone he rowed toward the British fleet in his ducking punt and fired a shot with good effect. He was taken prisoner and died in Halifax jail.

In June, 1814, a British man-of-war sent a flotilla of barges to burn the shipping of Scituate and Cohasset. Captain Peter Lothrop was in his bed when aroused by a messenger from Scituate. He mounted his horse without a saddle and, without coat or hat, rode through Cohasset village and aroused the inhabitants. When the British appeared they found a redoubt at White-Head, thrown up by the men of Cohasset. The fleet withdrew and the militia of the vicinity garrisoned White-Head for three months.

In the Mound Cemetery at Sharon there is a monument upon which can be deciphered:

General Benjamin Tupper,
Born at Sharon, Massachusetts, in 1738;
died June 7, 1792,
Aged Fifty-one.

The story of Benjamin Tupper is interesting and typical of the days in which he lived half a century. As a boy, he learned the trade of a tanner at Roxbury. He served in several campaigns of the French and Indian War; returned home and taught school in Easton. There he met and married Huldah White and took his bride to Chesterfield, then a frontier town.

Soon after the Lexington engagement, he joined the army at Roxbury as captain of a company and won promotion to major. Ordered to proceed with his men to Boston Harbor and prevent the erection of the lighthouse by the British, he marched his command to Dorchester and halted them while he announced that they were about to drive the British from the island.

"If there are any of you afraid and unwilling to go, let him step two paces to the front," commanded the major.

Turning to the sergeant he commanded, in an undertone but not too low to be heard by the three hundred men before him:

"If any man steps two paces to the front, shoot him on the spot."

Every man held his position and later obeyed marching orders. Whale-boats took the command down the Neponset River and to the lighthouse, in process of being rebuilt, arriving there at two o'clock in the morning. The Guard was attacked and the officers and four privates

killed. The remainder of the British troops were captured and the lighthouse destroyed.

The fracas had attracted the attention of the British in the vicinity and they came in boats and made an attack. One of the enemy boats was sunk with a fieldpiece and fifty-three of the enemy were killed or captured. Major Tupper's loss was one man killed and one wounded.

Among the captured were ten Tories who were sent to jail in Springfield.

The next day General Washington, in general orders, thanked Major Tupper and those under his command for their gallantry and soldierly behavior.

Major Tupper was appointed colonel of a Massachusetts regiment in 1776. While at Valley Forge camp in the memorable winter of 1778, he wrote a letter to the General Court of Massachusetts, telling the destitute condition of the soldiers. At the battle of Monmouth a horse under him was shot. Before the close of the war he was promoted to the rank of general by brevet.

Following the war, General Tupper was selected as one of the surveyors to lay out the ranges of the Northwest territory. He was prevented by hostile Indians the first season but returned and laid out the historic seven ranges.

Returning home, he rendered valuable assistance at the time of Shays' Rebellion. He helped form the Ohio company. His son was a surveyor for the company and left with the band of pioneers April 7, 1788.

General Tupper built wagons and started over the Alleghany Mountains and by boat reached Marietta, August 19, 1788, after a journey of ten weeks. He became one of the judges of the court and served until his death in that capacity.

The captain of a militia company was usually the prominent man of the community to whom those under his command gladly pledged their loyalty and obedience. Such was Captain Jonathan Alden, son of the Pilgrim John Alden of Duxbury. An account of his funeral appears in Winsor's "History of Duxbury" with a report of the sermon preached by Rev. Mr. Wiswall. Captain Alden was buried under arms, and members of his command gathered to pay him final honors. Said Rev. Mr. Wiswall:

As to his quality in our militia, he was a leader, and I dare say rather loved than feared of his company.

Fellow soldiers, you are come to lay your leader in the dust, to lodge him in his quiet and solemn repose. You are no more to follow him in the field. No sound of rallying drum nor shrill trumpet will awaken him till the general muster, when the Son of God will cause that trumpet to be blown whose echoes shall shake the foundations of the heavens and the earth and raise the dead.

Fellow soldiers, you have followed him into the field, appeared in your arms,

stood your guard, marched, made ready, advanced, fired and retreated; and all at his command. You have been conformable to his military commands and postures, and it is to your credit. But, let me tell you, this day he has acted one posture before your eyes and you are all at a stand. No man stirs a foot after him. But the day is hastening, wherein you must all conform to his present posture,—I mean, be laid in the dust.

When the county of Norfolk was set off in June, 1793, and Dedham made the shire town, a well-regulated State Militia was maintained and all the large towns and most smaller ones had local companies ready for whatever duty they might be called upon to perform. Companies of Light Infantry were formed at Walpole and some other towns, but such organizations had to proceed with care, not to reduce the number in the regular militia below the strength required by law. Records of the Massachusetts Volunteer Militia show that Governor Caleb Strong ordered the entire militia to be in readiness to march at a moment's notice, September 6, 1814. This was after Boston had been threatened by the British and the war with England had long been in progress. The threatened attack upon Boston did not come, although militia companies in the vicinity were called out and remained until October 30, at Dorchester Heights and elsewhere in the vicinity.

There was a general reorganization of the Massachusetts Militia in 1831, at which time some of the units which had been so well manned and officered were disbanded. There have been numerous reorganizations since. Every generation has contributed men of military age to take part in military duty, defined in whatever manner the demands or fears of the times required. There are in Norfolk County several State armories for militia units which are a credit to the State, county and the towns in which they assemble.

The Real Strength of the Nation—It is taken as an undebatable conviction of the American people that "Cleanliness is next to Godliness." It is equally true that it has from earliest times been demonstrated by those who did the pioneer work, and their descendants, that they believed in the schoolhouse rather than the fort as the real bulwark of liberties and in developing the unconquerable spirit. Consequently, the movement for general schooling for the people began with the settlements. With the new education developed the idea of individual freedom. As President Calvin Coolidge said at the opening of the Sesqui-Centennial Exposition at Philadelphia, July 5, 1926: "A new nation was born which was to be founded upon those principles, and which from that time forth in its development has actually maintained those principles, that makes this pronouncement (The Declaration of Independence) an incomparable event in the history of government."

There were at times individuals who had a vision beyond that seen by the powers that be. One must not, in the early days, go farther in his or her convictions of progress than the Congregational clergymen, or the name of that intellectual pioneer would be anathema.

Ann Hutchinson was the founder of the first woman's club in America and it was largely for this that she was banished into the wilderness. The club criticized the theology of doctrinal sermons. The ministers were the most powerful group of men in the colonies.

The first Jew to become well known in Massachusetts, was Judah Monis, instructor of Hebrew in Harvard College in 1722. He became a Christian before receiving the appointment.

The first Jew had come to America from Holland, to New York in 1650 or 1660.

The legal system of Massachusetts was based partly upon English statute law and legal tradition and partly on the law of Moses. The Bay Colony helped itself to whatever it liked in both and ignored such parts as savored too much of English institutions from which the Puritans had departed mentally and physically. All marriages were performed without aid of clergy. Dudley and Andros confirmed all marriages which had been performed under Massachusetts law; but later they required that the ceremony be performed by clergymen or justices of the peace, as is required now.

It might be correct to say that Ann Hutchinson was the first woman minister in the colonies, if to preach makes one a preacher. It was not, however, until 1881, that the first woman minister was ordained to Christian ministry in this vicinity. Rev. Clara M. Bisbee, it is claimed, had the double distinction of being the first woman admitted to Harvard and the first woman to be ordained to the Christian ministry in Massachusetts. She died in Dorchester in March, 1927. She was born in Lunenburg, in 1848, eldest daughter of Rev. William G. Babcock, former minister of the Unitarian church in that town.

After making suitable preparation she was permitted to enter the Harvard Divinity School as a visiting student and take the three-year course, but was not permitted to graduate. Later she went abroad, and was refused admission to the lectures at Heidelberg as a regular student, on the same ground which had barred her from graduating at Harvard. She was, however, permitted to sit behind a curtain and listen to the lectures unseen. At Heidelberg she met Rev. Herman Bisbee, a Universalist minister from St. Paul, Minnesota; and, after a brief courtship, they were married.

Both Mr. and Mrs. Bisbee preached for a time in London. Returning to this country, they jointly conducted services in Hawes Place Unitarian Chapel, Boston. Rev. Mr. Bisbee died five years later. Mrs. Bis-

bee was ordained to the ministry but never held a pastorate. She founded the Boston Society for Ethical Culture.

Mrs. Bisbee may have been the first woman minister, regularly ordained, who is identified with Norfolk County, but it seems improbable that no woman followed that profession in this vicinity in less than two hundred years after the banishment of Ann Hutchinson. The writer has made diligent inquiries to ascertain who was the first woman minister and has received many answers, only one of which could be true and, perhaps none. Like locating the first Sunday school in America and many other facts for which the writer has searched for purposes of this work, the quest has been interesting but the results have not been convincing. Eve has been taken for granted all down the centuries as the first woman but the Talmudists say that Lilith was Adam's first wife.

Dr. Anna Howard Shaw was licensed to preach by the Methodist Episcopalian denomination about 1878, and somewhat later was ordained. She was a minister at Hingham and at Barnstable in the early years of her ministry but, so far as known, was not settled as a minister in Norfolk County although she supplied pulpits in the county on various occasions.

Some Early Private Schools—Norfolk County has had reason to be proud of the private institutions of learning which have existed from earliest times, as well as of its public school system in all the towns. In Old Braintree, there have been private schools in every generation. President John Adams attended a private school situated as he wrote "within three doors of my father's House." It was kept by Joseph Marsh. Among others who attended the same school were Josiah Quincy, Jr., and Rev. Zabdiel Adams.

The Adams Academy was endowed by John Adams in 1822. Over two hundred and twenty acres of land were given by him for the founding of it and the building of the "Stone Temple." He conveyed quarries to furnish the building material, and later the rents of these quarries and other lands were to be applied "for the support of a school for the teaching of the Greek and Latin languages, and any other languages, arts and sciences, which a majority of the ministers, magistrates, lawyers, and physicians, inhabiting in the said town may advise." President Adams also bequeathed his library of three thousand volumes and deeds of other lands for educational purposes, moved by the "veneration he felt for the residence of his ancestors and the place of his nativity, and the habitual affection he bore to the inhabitants with whom he had so happily lived for more than eighty-six years."

The Adams Academy was opened in September, 1872, when twenty-three pupils presented themselves. It was a school for boys.

Dr. Ebenezer Woodward founded a school for girls. Dr. Woodward practiced medicine in Quincy from 1823 to his death, May 21, 1860. He left some over thirty thousand dollars, with the provision that whenever the income from the accumulating fund should be sufficient, there should be established "and continue for the town of Quincy forever, a female institute for the education of females between the ages of ten and twenty years, who are native born (I wish it to be understood, in the town of Quincy, and none other than these to be allowed to attend this institute), which I wish to be as perfect and as well conducted as any other in the State."

He specified that the management should be and remain under the direction of the settled and ordained ministers of the town, and carefully added: "I mean Catholic as well as Protestant."

It has been stated that John Adams attended a private school near his father's house. His own account of how he progressed in his schooling was as follows:

"When I was a boy, I had to study the Latin grammar, but it was dull and I hated it. My father was anxious to send me to college, and therefore I studied grammar till I could bear it no longer, and, going to my father, I told him I did not like study, and asked for some other employment. It was opposing his wishes, and he was quick in his answer.

"Well, John," said he, "if Latin grammar does not suit, you may try ditching; perhaps that will. My meadow yonder needs a ditch, and you may put by Latin, and try that."

This seemed a delightful change, and to the meadow I went. But I soon found ditching harder than Latin, and the first forenoon was the longest I ever experienced. That day I ate the bread of labor, and glad was I when night came on. That night I made some comparison between Latin grammar and ditching, but said not a word about it. I dug the next forenoon, and wanted to return to Latin at dinner; but it was humiliating, and I could not do it.

At night, toil conquered pride, and I told my father—one of the severest trials of my life—that if he chose I would go back to Latin grammar. He was glad of it; and if I have since gained any distinction, it has been owing to the two days' labor in that abominable ditch.

Beautiful College For Women—Wellesley College was founded by Henry Fowle Durant, a native of New Hampshire, who was graduated from Harvard College in 1841. It was built under the personal supervision of its founder and was opened with three hundred students September 8, 1875, fully equipped by one individual who sought to do all the good he could in the world. Various buildings have since been erected on the extensive grounds, endowments bequeathed and additions provided. Students have come from all parts of the world and from every State in the country.

The college has had a world-wide reputation for the best in educa-

tion for young women, and has been an educational inspiration of unlimited influence.

A drive through the grounds of Wellesley College is a delight, disclosing the numerous buildings of imposing architecture, the drives and walks, shade trees, various elevations and all that goes to make up the outward appearance of an educational institution of rare beauty. The dormitories alone are valued at \$255,000 in the town report of Wellesley for 1926. The same report gives the houses on Washington Street, Weston Road and Dover Road as having a value of \$158,000, to say nothing of a club building, plant house, barns, poultry building and other buildings, and one hundred and sixty or more acres of land. More than \$15,000,000 worth of property, used for educational purposes alone, are exempt from taxation.

Among the magnificent buildings are Alumnæ Hall, Art Building, Beebe Hall, Cazenove Hall, Chapel, Claflin Hall, Founders' Hall, Library, Mary Hemmenway Hall, Pomeroy Hall, the Power House, Shafer Hall, Stone Hall, and Tower Court. Each of those mentioned is conservatively valued above \$100,000, and Founders' Hall and Tower Court nearly \$500,000 each. The fraternity, chemistry, botany, music, greenhouse, hospital buildings, Observatory and Observatory House, President's House, Cottage and Barn; Psychology Laboratory, Zoölogy Building, Shakespeare House, the Lake House, boat houses, bath houses, Page Memorial Kindergarten and two hundred and thirteen or more acres of land help make up the magnificent array of property dedicated to the higher education of women.

Wellesley College was incorporated in 1870. In 1927 the president was Ellen F. Pendleton. The board of trustees was made up of: president, Edwin Farnham Greene; vice-president, George H. Davenport; secretary, Candace Catherine Stimson; and treasurer, Lewis K. Morse; William F. Warren (emeritus), Lilian Horsford Farlow (emeritus), Louise McCoy North, Andrew Fiske, Caroline Hazard, George Herbert Palmer, Paul Henry Hanus, Alice Upton Pearmain, Belle Sherwin, Grace Goodnow Crocker, Charles Lewis Slattery, William Morton Wheeler, Robert Gray Dodge, Hugh Walker Ogden, Alma Seipp Hay, Sarah Whittelsey Walden, Frederic Haines Curtiss, James Dean, Clifton Howard Dwinnell, Dorothy Bridgman Atkinson, Ellen F. Pendleton, ex officio; and Lewis Kennedy Morse, ex officio.

Founded By West Point Father—Major-General Charles P. Summerall, chief of staff of the United States Army, visited Thayer Academy in Braintree one day in April, 1927, to deliver a patriotic address to the students, faculty and guests. He extended congratulations from West Point to Thayer Academy on the Braintree school's fiftieth anniversary.

It was peculiarly fitting that the congratulations of West Point should be received in this way, since the founder of Thayer Academy, General Sylvanus Thayer, a native of Braintree, is recognized as "father of the United States Military Academy."

To tell the story from the beginning of Norfolk County's connection with the military academy at West Point, it is necessary to recall that the fortifying of Dorchester Heights and developing the artillery and engineering organizations of the American Army during and after the Revolution received much assistance from Henry Knox, a bookseller in Boston. He observed the lack of military skill of the Continental Army officers and suggested the idea of a military academy for this country.

Colonel Alexander Hamilton seconded the suggestion and General George Washington approved it. Congress was made to see the advantage of Knox's proposal and on October 1, 1776, passed a resolution calling for the appointment of a congressional committee to prepare a plan for the creation of "a military academy of the army."

The West Point Academy as we know it today did not really get started until the Act of Congress of March 16, 1802. On July 4 of that year, it opened with a class of ten students. For ten years the academy functioned inefficiently and in March, 1812, was without an instructor.

It was then that Colonel Sylvanus Thayer of Braintree took hold of the embryonic institution, reorganized and developed it, and guided its destinies sixteen years. He founded the Thayer Engineering School at Dartmouth and a free library and the Thayer Academy at Braintree. He developed the Boston Harbor fortifications previous to the Civil War and retired from the army July 1, 1863.

General Thayer left a fund to establish Thayer Academy, which opened its doors in 1877. It has been conducted under the care of efficient teachers, and numerous men and women of note have been among its graduates. The faculty at present includes sixteen men and women. The graduating class in June, 1927, comprised fifty-five members. The student body has increased in recent years. From 1920 to 1927 the number of pupils increased from one hundred to two hundred and twenty-five.

The alumni conducted a campaign the year of its fiftieth anniversary which netted more than \$100,000 for a new assembly hall, additional endowment and more scholarships.

Dean Academy in Franklin was established as a denominational school of the Universalists. The Massachusetts Universalist Convention, held in Worcester, October 18 to 20, 1864, considered establishing a State denominational school of the highest rank next to a college.

Miner, at that time president of Tufts College. Rev. A. St. John Chambre of Stoughton was chairman of a committee appointed with power to act.

Dr. Oliver Dean had previously purchased from the estate of Dr. Emmons in Franklin a tract of land consisting of eight or nine acres, and this he offered for the proposed institution. He also offered to contribute \$10,000 toward a suitable building and \$50,000 as a permanent fund. This generous offer was accepted and the new academy took the name of its benefactor.

The cornerstone of the Dean Academy Building was laid with fitting ceremonies May 16, 1867. Later, Dr. Dean increased his donations to nearly \$75,000. The school was opened October 1, 1866, in the vestry of the Universalist church and the new edifice was used in the summer of 1868.

The first handsome edifice was destroyed by fire July 31, 1872. The present edifice was completed June 24, 1874. Meantime the school had been kept in the Franklin House.

Need of Normal Schools—During the half century from 1775 to 1825, there was a decline in the free public schools in Massachusetts, in which Norfolk County shared, although the traditional love of learning in the vicinity of Boston saved this county from the unfortunate disintegration common to many other parts of the State. The schools were more in quantity and less in quality. Little pride was taken in making appropriations for the schools. There was little encouragement for those who were naturally inclined to be teachers and the instruction of the young many times was entrusted to incompetent teachers.

Each town supported its own schools and conducted them as they saw fit. There were approximately three hundred townships, each with a town school committee, but each town divided into school districts and each district usually in the hands of some individual who was expected rather to save tax money than produce good schools. The town or private academies came as a better kind of school and those who could afford it and realized the necessity for the better things in education for their children sent them to the private academies, at least a part of the time. Removing a part of the corps of pupils had a tendency to cause the public schools to sink to still lower levels. The Legislature, in a series of laws from 1789 to 1824, lowered the State school requirements below the standard set by the Colonial school law of 1647. It was high time for a State Board of Education, for Normal Schools to instruct ambitious young men and young women how to teach, and to arouse the people to a realizing sense of the alarming decadence.

About this time James G. Carter graduated from Harvard College in

1820, a natural teacher who had earned his way through academy and college as a schoolmaster of the better sort, suggested by newspaper articles and a pamphlet which he issued, "a thorough radical reform."

The first attempt on the part of the Commonwealth which had inherited from the Colonial government the duties of a State to collect information regarding educational endeavors in the towns, was in 1827. That year an act was passed requiring towns to send to the Secretary of the Commonwealth annual statistical records, concerning their schools. In 1834 a State School Fund was created, and the towns received income from its distribution. People were beginning to have less horror of centralization of power in State officials, which had been strong through their dealings with King George III, and their observation of monarchies in general. The Massachusetts Board of Education was created in 1837, and the following year three public normal schools were provided for on three-year experimental terms. They were established at Lexington, Barre and Bridgewater, to serve the northeastern, central and southeastern parts of the State.

Birth of A New Idea in Education—There was born at Franklin in Norfolk County, May 4, 1796, one who became an American educator, noted for his reforms in the Massachusetts school system and for setting in motion an idea which has circumnavigated the globe. There are State Normal schools or State Teachers' colleges in every State in the Union, thanks to what Rev. Dr. A. E. Winship, editor of the "Journal of Education," calls "the brilliant and noble public service of America's greatest educational leader."

In an editorial by Dr. Winship in the Boston "Globe" of February 25, 1928, he recalls the first public address by Horace Mann, at thirty years of age, at Dedham. It was a Fourth of July oration on the fiftieth anniversary of the signing of the Declaration of Independence. That address won him recognition which placed him as a member of the Massachusetts Legislature, in which he served "heroically and grandly for ten years."

At forty years of age he created the Massachusetts State Board of Education and was its leader for twelve years. To quote Dr. Winship: "From the first Mr. Mann realized that if public schools were to be supported by public taxes the public must be responsible for the quality of the teaching. The Legislature provided for a State Normal School which was opened at Lexington on July 8, 1839; one at Barre opened on September 4, 1839; and one at Bridgewater September 9, 1840."

There was a bitter controversy between thirty-one Boston schoolmasters and Mr. Mann over the Normal School plan, originated by Mr. Mann, and he had few peaceful months thereafter in his educational

career. The controversy won the public but lost the profession. Dr. Winship says: "Mr. Mann sacrificed everything for the State Normal schools, but the controversy really led to their alignment with the teachers where their interests really were."

"The Quincy System" of Education—About 1870 something happened in the school life of Quincy which was of inestimable value and its influence and usefulness spread, as teachers who became imbued with the spirit and proficient in the system took positions all over the country. It was called by some "The New Departure," and by others "The Quincy System." It began when Colonel Francis W. Parker, a student of elementary instruction at home and abroad, was secured as superintendent of schools in Quincy. He introduced something which awakened enthusiasm and is best comprehended by a name given it popularly, "Nature method."

Teachers and pupils were taught to form "mental pictures" and, under Colonel Parker's instruction and leadership, there were inspired educators. Among them was Thomas B. Pollard, master of the Washington School from 1887 until his lamented death in 1925. Teachers and specialists in education came from all over the country to observe the "Quincy System" in operation. Colonel Parker was wanted in many places and left Quincy to become a member of the board of supervisors in Boston, and later became principal of the Cook County Normal School in Chicago.

But his work was carried on by devoted successors and on the twenty-fifth anniversary of Colonel Parker's administration of the Quincy schools, the Quincy Teachers' Association held a fitting celebration, which was attended by noted educators, including Professor Nicholas Murray Butler of Columbia University; Dr. William T. Harris, United States Commissioner of Education; Dr. G. Stanley Hall of Clark University; Superintendent Orville T. Bright of Chicago; Supervisor R. C. Metcalf of Boston and others equally famous.

"Palladium of Our Rational Joys"—In a previous chapter, Dr. Nathaniel Ames referred to the printing press as "that soul-improving, genius-polisher, that palladium of all our rational joys." He set down that pæan of appreciation on the opening day of the nineteenth century in his diary. It was the beginning of the century in which the art of printing was destined to reach heights and achieve glories almost akin to the extravagant description given of it by the astronomer, tavern keeper, almanac publisher and physician of the county seat of Norfolk County.

The first printing press was set up in Harvard College, in the first brick building of that institution, intended for the education of Indians.

Although few Indians could be induced to go to college, the college went to the Indians by means of the John Eliot Bible, translated into the Indian language. The printing press had much to do with the early defense and education of the early comers to Norfolk County and the other counties of Massachusetts.

The first book published in New England was the Bay Psalm Book, printed in Cambridge in 1640. It was used by the churches for more than a century. The book was sung through in courses, from the first to the last, and then beginning over again. There were eight tunes and all the Psalms had to be sung to "Oxford," "Litchfield," "Low Dutch," "York," "Windsor," "Cambridge," "Saint David's" or "Martyrs."

The first professional poet in New England was a woman, Mrs. Simon Bradstreet. She was Anne, daughter of Governor Thomas Dudley. Realizing how poems from the brain of a woman would be received, she wrote in her prologue:

I am obnoxious to each carping tongue
Who says my hand a needle better fitts,
A Poet's pen all scorn I thus should wrong,
For such despite they cast on Female wits:
If what I do prove well, it wont advance,
They'l say it's stoln, or else it was by chance.

Her poems occupied four hundred pages and were a great boon to the people who had been confined to the Bay Psalm Book for their reading.

A little later came Michael Wigglesworth's "Day of Doom," a poem which so pleased Cotton Mather that he predicted it would continue to be read in New England until the day of doom itself should arrive. It didn't leave out a Puritan note of alarm or horrible example, even including the damnation of infants. The poem pictured the reprobate infants pleading before the bar of Judgment that they should not be punished for Adam's sin, but were informed by the Judge they were of Adam's race, sinners, and must be treated as such:

A crime it is, therefore in bliss
you may not hope to dwell?
But unto you I shall allow
the easiest room in Hell.

It was indeed kind of the Rev. Wigglesworth of Malden to put in that flash of mercy in his poem, which James Russell Lowell says was the solace of every fireside. Children learned the poem by heart down to the time of the Revolutionary War, as it was the representative poem of New England for a century.

Then came Trumbull's "McFingal," a poem greatly contrasting with the "Day of Doom," but one which had a decided influence in England as well as America.

Rev. Michael Wigglesworth was a physician as well as a poet and a clergyman. There is an inscription on his tombstone in the burial ground in Malden which reads:

Here lyes interd in silent grave below
Maulden's Physician of Soul and Body too.

The first lawyer on the Massachusetts coast was Thomas Lechford. He remained three years and had but one case. He then returned to England and wrote a book on New England called "Plain Dealing." The ministers were the most learned men in Colonial days and they were often physicans and counsellors before the General Court, writers and sometimes manufacturers.

Catechisms, Ballads and Broad-sides—Previous to the beginning of what we would call the Sunday school or church school of today, children were required to learn some "shorte orthodox catechisms." Most of the parsons seem to have originated or put together a catechism of their own, although all were more or less faithful to the Shorter Westminster Code. It was considered one of the minister's many duties to go from house to house and catechize women, children, servants included, and there were fines imposed against those who were unable to repeat the whole duty of man.

These catechisms were included in the things which were carried by the early New England peddlers and at the time the General Court of Massachusetts passed laws restricting peddlers, Rev. Cotton Mather added to his other worries whether such restriction might put out of business those who were to "scatter books of Truth and Goodness in all Corners of the Land." Rev. Cotton Mather's "Life of Sir William Phipps" and his pious writings, as well as Wigglesworth's "Day of Doom," "The New England Primer," "Psalm books," and "New Testaments," were included in the peddler's stock, as were broadsides and ballads.

All the early printers produced broadsides and ballads, including James Franklin who turned them out at his Boston print shop and sent Benjamin Franklin, his younger brother, on the streets to sell them. Benjamin Franklin was a writer of ballads as well as a peddler of them. The broadsides were the yellow journal extras of their time. Criminals sentenced to die were encouraged to tell their story to the world through this means and their confessions were eagerly bought and read. Usually they were embellished with pictures of coffins, weeping willows or other grim decorations, supposedly in keeping with the contents.

If there are any of the old broadsides in existence, they must touch

the pride of the makers of modern tabloid newspapers. John Davis, who traveled through this country in the early nineteenth century, writes how a peddler came to the door and offered a broadside containing "the whole trial, examination and condemnation of Jason Fairbanks, who was executed at Philadelphia, for cutting off Peggy Plackett's head under a hedge on the road to Frankford." If this did not create an instant demand, he had "an account of a whale that was cast ashore by the tide on Chesapeake Bay, with a ship of 5,000 tons in its belly, called the 'Merry Dane of Dover'."

"The Fourth Estate"—The oldest paper in Norfolk County is the Quincy "Patriot." It was established in Quincy, January 1, 1837, by Messrs. Green & Osborne. Mr. Osborne retired after three months and John A. Green assumed control and conducted the paper fourteen years with success.

In July, 1851, Gideon F. Thayer and George White purchased the paper from Mr. Green, and it was said at the time that the paper had changed from Green to White. Mr. Thayer retired at the end of nine months and Mr. White continued the venture alone for another year.

The property again became owned by John A. Green and was conducted by him until his death in 1861. His widow continued the paper until 1869, when George W. Prescott, her business manager, was taken into partnership. It is now published as the "Patriot-Ledger," by the George W. Prescott Publishing Company, having absorbed the "Ledger," which was a rival sheet for several years.

The Quincy "Telegram" is edited by Frank J. Keefe and published by Mabel L. Sprago. The Quincy "Granite Cutters' Journal," is a labor publication which makes its appearance monthly. James Duncan is the editor.

There have been numerous papers appear and continue for a time in Quincy and most of them have been representative sheets at the time of their appearance and have contributed to the general good of the community.

The Quincy "Aurora" was the name of a paper started by Charles Clapp, January 1, 1843, and conducted by him about three years.

The Quincy "Free Press" was established September 7, 1878, by N. T. Merritt, but did not have a long existence.

The Dedham "Transcript" was established April 1, 1870, and for many years was owned by one or more of the original proprietors. They were John Cox, Jr., Samuel H. Cox and Hugh H. McQuillen. Samuel H. Cox bought out his partners at the end of the first year and was sole proprietor until February 26, 1881. On that date he sold out to Hugh H. McQuillen. George W. Nellis, Jr., is the present editor of the "Transcript."

Walter H. Wardle & Company started the Dedham "Standard" in September, 1882.

The "Columbian Minerva" was published from 1797 to 1804 by Herman Mann and in 1805 Mr. Mann began the publication of the Norfolk "Repository." This he continued, with a few lapses, until 1814. The Dedham "Gazette" was launched as a journalistic venture by Jabez Chickering in 1813, with Theron Metcalf as editor. It continued until 1819. In 1820 Asa Gowen started the "Village Register." Successive owners were Jonathan H. Cobb and Barnum Field until 1822 when H. & W. H. Mann became the proprietors and continued it until 1829. In that year the "Norfolk County Republican" made its appearance but continued only one year. The Dedham "Patriot" came along in 1830. It changed names several times, also locations, but in 1844 it appeared bearing the name of Edward L. Keyes, who published it at Roxbury and later at Dedham under the name of Dedham "Gazette." A later owner and editor was Henry O. Hildreth, who moved the plant to Hyde Park.

In 1831 The "Independent Politician and Workingmen's Advocate" ran for a year under that name, and then changed it to "The Norfolk Advertiser and Independent Politician." It bobbed its name to Norfolk "Advertiser" and later changed it to the Norfolk "Democrat." Under the latter name it was published by Elbridge G. Robinson until his death in 1854. It was then merged in the Dedham "Gazette."

Arthur E. Sproul was for a number of years correspondent for the Boston "Herald." On June 5, 1875, he established the "Old Colony Bulletin," which was published in South Braintree by C. Franklin David, about six months. Mr. David then moved to Abington. The "Old Colony Bulletin" was published, during its brief existence, semi-monthly.

The first newspaper published in Franklin was the Franklin "Register," a weekly which made its first appearance in October, 1872. James M. Stewart was editor and proprietor and it was continued by him until 1881. In 1878 the Franklin "Sentinel" was published by R. E. Capron. In January, 1883, it began to be published by Houston and Lincoln.

Franklin, with its cotton, woolen and straw manufactories and printing presses is now represented by the Franklin "Sentinel," edited by A. F. Ralston.

Among the papers which have been published for Foxboro have been the "Salmagundi Journal," edited by J. E. Carpenter and published by Edson Carpenter from November, 1849, to January, 1850. The "Foxboro Reporter" is the present weekly paper, published by the Foxboro Company.

The "Country Times" was a weekly paper which had one year of existence, with Henry C. Buffum as editor and publisher, from April 12, 1856, to April 5, 1857. The "Home Library" next took the field, edited by John Littlefield and published by William H. Thomas, from June 13, 1857, to December 12, 1857. William H. Thomas was also publisher of "Eagle and Flag," which was issued from January, 1863, to November, 1863. It was edited by T. E. Grover and Edwin M. Bacon. Mr. Thomas' next experience as a publisher was with the Norfolk "County Chronicle," edited by E. W. Clarke and E. M. Bacon, from November 14, 1863, to October 1, 1864.

Robert W. Carpenter edited the Foxborough "Journal" from February 21, 1873, to September 27, 1878. It was published by James M. Stewart.

The Foxborough "Times," which still holds the fort, began its service in the interest of the town March 28, 1873. Its editors have been E. W. Clarke, R. W. Carpenter, W. C. Macy, D. L. Lowe and F. H. Williams. It has been published by Pratt & Carpenter, Pratt & Macy, Pratt & Lowe and Pratt & White.

The Foxborough "Gazette" was issued from November 28, 1874, to March 6, 1876, by J. E. Carpenter & Son, edited by R. W. Carpenter.

The Brookline "Transcript" was the first newspaper in that town and was edited and published by Bradford Kingman, author of several histories. The "Transcript" began its existence October 15, 1870, and was conducted by Mr. Kingman until May 31, 1873. For a short time, beginning July 4, 1873, the "Independent" was published by a local organization with Dr. N. C. Towle as manager.

The Brookline "Chronicle" took the field May 9, 1874, and was conducted successively by Wing & Arthur, Murray M. Wing, Charles M. Vincent, Alexander S. Arthur, Charles A. W. Spencer. Eliot F. Soule was a partner of Spencer from January 1, 1883, to November 1, 1883. The paper is now issued by the Chronicle Publishing Company.

The Hyde Park "Journal" was started in that town in 1868, the same year the town was incorporated. Barrows & Gatchell were the proprietors and they also owned the Dedham "Gazette," which was established in Dedham in 1813. The two papers were united under the name of the Norfolk County "Gazette," February 26, 1870. Henry O. Hildreth retired as editor and later became postmaster of Dedham. Mr. Gatchell then took as a partner Samuel R. Moseley. The latter became sole proprietor January 13, 1877, and ran the paper successfully until his death.

The Hyde Park "Times" was started June 9, 1883, with E. S. Hathaway as editor. He sold out to Hunt & Chamberlain and a little later Herbert E. Hunt became sole owner. A later owner was Frank Mac-

Gregor who conducted the paper until his death. The Hyde Park "Gazette" and Hyde Park "Times" were eventually consolidated and are now published by George J. Desmond as the Hyde Park "Gazette-Times."

The Stoughton "Sentinel" made its initial appearance November 10, 1860. William H. Jewell was editor and publisher and the issue was printed in the neighboring town of Canton. The editor seems to have been what was called "a northern man with southern principles," and his newspaper closed its service.

William W. and C. A. Wood published a weekly newspaper in Stoughton from November 7, 1863, to October 15, 1864, using the name "Sentinel." In the issue of the latter date appeared a notice that both proprietors had enlisted in the war, but the paper continued until September 9, 1865, when it stopped from lack of support.

The "Sentinel" next appeared from an office in Randolph, with Pratt & Hasty of that town as proprietors, in 1870. Later Hasty moved to Stoughton but continued to run the paper until his death in 1877. A. P. Smith was his successor, until August, 1883, when it was purchased by Lemuel W. Standish.

There was a paper called the Stoughton "News" for a time and later the Stoughton "Examiner" appeared with Herbert Mosman as editor.

The present Stoughton weekly paper is the Stoughton "News-Sentinel." The editor is G. Lester Gay.

Sharon has a good weekly newspaper in the Sharon "Advocate," published by the Sharon Publishing Company, which has been in the field many years.

Early in October, 1870, James M. Stewart of the Franklin "Register" started the "Walpole Standard," the first newspaper bearing the name of Walpole. It was printed in Franklin. It came out regularly every Friday for eight years. Its successor was the Walpole "Enterprise," which was started Saturday, March 1, 1878, by E. H. Hosmer of Walpole. After conducting it about six months he disposed of it to T. S. Pratt of Mansfield. It was edited by Charles M. Thompson of Walpole until June, 1881. Charles J. McPherson was editor three months and then became the owner. He started the Norfolk County "Tribune" in its place and ran it about a year.

The Walpole "Star" twinkled in the local journalistic firmament from June 17, 1882, being published by Charles J. McPherson.

The Walpole "Times" ably represents the town at present. It is edited by J. J. Fitzhenry and E. B. Knobel.

The Wellesley "Townsmen," George W. Adams, editor, is the weekly paper of that college town. The college itself has the Wellesley College "News," which is edited during the college year by the students.

The "Wellesley Alumnae" is a bi-monthly magazine, edited by Helen F. McMillin.

The first newspaper published in Milton was the Milton "News." The first editor and proprietor was Frederick P. Fairfield of Boston. He brought out the first issue April 29, 1882, conducted it about six months and sold it to W. A. Woodward.

Medway is served by the Medway "Gazette."

The first newspaper in Randolph appeared March 28, 1859, as Volume 1, Number 1, of the "Randolph Transcript and New England Advertiser," with Samuel P. Brown as editor and proprietor. The name was changed August 31, 1862, to the Randolph "Advertiser." It was discontinued October 10, 1863, but Mr. Brown cherished the desire to revive it, which was done January 7, 1865. October 1 of that year the ownership changed to Joseph Jones. Among other changes which the new proprietor made was in the name. It became the East Norfolk "Register" and successive owners under that name were Elmer W. Holmes, Stillman B. Pratt and David S. Hasty, E. Marchant, Ichabod N. Fernald, E. Marchant for a second time, and Charles M. Vincent. The latter remained editor and proprietor until March 15, 1873, when the property was transferred to Daniel H. Huxford. The latter changed the name to the Norfolk County "Register and Holbrook News" and conducted it to his death. The paper and job printing plant accompanying it were purchased of the estate by Elroy S. Thompson of Brockton who conducted it a few months and sold it to Miss Katherine Hill of Randolph.

The present Randolph paper is the "Sentinel-News." The editor and publisher is Walter L. Hickey.

There have been several journalistic attempts in Weymouth but the most vigorous of all has been the Weymouth "Gazette." This weekly made its first appearance in 1867, with C. G. Easterbrook as publisher. The Weymouth "Gazette-Transcript" is still in the field, published by Frank F. Prescott. The "Transcript," included in the name, was a paper which ran for a time but was eventually absorbed by the "Gazette." The Weymouth "Courier" was started by Jones & Company in 1876, and the Weymouth "Advance" by C. F. David in 1877. Both were short-lived. The Weymouth "Item" is a rival of the "Gazette-Transcript," published by Edwin Mulready. A third paper in the town is the "South Weymouth Sun" which shines for the south part of the town.

The Canton "Journal" was started in December, 1876, by N. T. Merritt of Dorchester. He sold it, after four months' experience, to D. S. Hasty of Easton, proprietor of the Easton "Journal" and Stoughton "Sentinel," and E. B. Thorndike became the local representative. A

few months later Mr. Hasty died and A. P. Smith of Stoughton purchased the printing office which was located at Stoughton. Mr. Thorndike became the proprietor of the Canton "Journal" in November, 1880, and moved the plant to Canton. He secured J. T. Geissler of Sharon as editor.

There have been other Canton weekly papers in competition with the "Journal," among them in recent years, the Canton "Mirror." The "Journal" is now edited by Herbert Mosman.

Braintree has been represented by several newspapers at various times in its history. The present weekly, the "Observer-Bee," is a combination of two publications of recent years. The publishers are Pratt & Pratt.

Cohasset has two weekly newspapers bearing the town name. Both are members of chains of South Shore weeklies. They are the Cohasset "Cottager" and the Cohasset "Sentinel."

The Holbrook "Times" is a weekly paper published for many years and still in existence, edited by John King. Mr. King also had a long tenure as one of the selectmen of the town. The Holbrook "Register" is another weekly visitor to homes of the citizens of that town. Philip D. Finnegan is editor and publisher.

The local newspaper needs of Needham are cared for by the Needham "Chronicle," of which George W. Southworth is editor and publisher.

The Norwood "Messenger" ably represents that large town in Norfolk County. Robert E. Costello is the editor.



THAYER GYMNASIUM, BRAINTREE



THAYER ACADEMY, BRAINTREE

CHAPTER LVI

"BIRTHPLACE OF AMERICAN LIBERTY"

Resolves Written By a Bunker Hill Martyr in Three Norfolk County Towns Caused George III to Sign Off After "The Shot Heard Round The World" Showed Him Where To Get Off—Galaxy of Towns Have Been Shaken Well Before Using But Have Always Landed Right and Been Counted On The Side of Dependability—County of Useful Institutions From Girls' College to State Prison, Inclusive—New England's First Aviation Fatality—First Railroad in America in Quincy—Making of Shoes and Straw Bonnets More or Less General in All the Towns Throughout the Years—Modern Instances of the Survival of Spirit of the Fathers.

The twenty-eight towns in Norfolk County are of numerous sizes, as regards population, ranging from less than 1,500 to the one city in the county, Quincy, which has more than 60,000 inhabitants. A study of how the county was made up, numerous changes, giving and taking, leads one to surmise that the giant who threw his porridge at random when it was hot, resulting in the deposits of pudding-stone over a part of the area, according to Dr. Oliver Wendell Holmes, might have taken the collection of towns, as a gigantic pack of cards, and thoroughly shuffled them. Anyhow they became thoroughly shuffled and the corners knocked off. How they have been played in the game of municipal skill and purpose and something of their individual characteristics and achievements, is shown in this chapter.

Their coöperation in the county life and their individuality as town units, show equal sincerity, loyalty and good citizenship. From the days of the horse and pillion, through the early railroad building and developing, running the gamut of street railways, and accepting the motor cars and airplanes, Norfolk County towns have played their parts, and played them well. Some high lights on twenty-eight branches of the House of Norfolk are here re-kindled.

AVON

It has been said that Avon is the town in Norfolk County which holds the northern gateway to Brockton, the only city in Plymouth County. This town of about 2,500 inhabitants has just passed its fortieth birthday, having been incorporated February 21, 1888. Previous to that date, it was a part of Stoughton and its history in earlier years was merged with that of the more ancient town. Parts of Holbrook and Randolph were annexed to Avon April 16, 1889.

Highland Park, for many years the most popular pleasure ground reached by trolley lines, is situated in Avon and, in the days of its popularity, was owned by the Brockton Street Railway Company. A large chestnut grove, with an open air theatre, zoo, aquarium, roller coaster, electric fountain and numerous other equipment, and a large ball field adjacent to the park, furnished entertainment for many thousands of people daily. Everything was free, outside of the baseball park, except the railroad fares to and from the pleasure area, and in those days a nickel would purchase a long ride.

The twin cement tanks of the Brockton water supply are located in Avon, as was the water supply before that city sought a larger supply by piping to Silver Lake, twelve miles in another direction. The Avon reservoir is still maintained as an emergency supply and the two reservoirs filled with Silver Lake water are close at hand. Brockton is a trifle lower than Avon, measured in terms of gravitation, which makes the flow of nature's thirst-quencher easy for the Brocktonians to obtain.

Avon is a compact town of prosperous people, enjoying the improvements and facilities common to communities of its size in the vicinity of larger towns and cities. Shoe manufacturing has been one of the industries for many years. The Avon Sole Company produces a product shipped far and wide, a waterproof sole of great durability and popularity. Moccasins, welting and other things are also produced in Avon.

The town of Bellingham was set off from Dedham and incorporated as a town in 1719. The inhabitants a hundred years ago were engaged in cotton manufacturing, woolen manufacturing, and making boots, shoes and straw bonnets. They became much interested in 1849 in the proposed Charles River Railroad and did their share in securing the building of the Woonsocket Division of the New York & New England Railroad, as it was afterward called. This railroad brought the people of Bellingham in easy communication with Boston, Woonsocket, Providence and New York.

Farming has always been an important industry. For several years an iron mine in the town furnished ore for locomotives built in Taunton. There was a whetstone quarry on the road leading from North Bellingham Station to Bellingham Four Corners from which considerable quantities of the material were taken as long as it was a paying venture.

Parts of Dedham, Mendon and Wrentham were taken to form the town in 1719 and the industrial and social life has been much the same as in those towns. The present population is nearly 3,000. The growth from 1920 to 1925 was from 2,102 to 2,877.

Dating back to the seventeenth century but keeping up to date in



THE SQUARE, BRAINTREE



EPISCOPAL CHURCH, BRAINTREE

whatever lines of progress have been established is an outline of Braintree, one of the larger towns of Norfolk County. It is a town beautifully situated as to scenery, railroad accommodations, and all the conditions which assist in making a town prosperous and desirable as a place of industry and residence. It is ideally located for business. Professional men whose offices, factories or stores are located in Boston, like to spend their leisure and resting hours in attractive Braintree homes. It is just as well situated for industrial purposes and there is a diversity of industries to help make the town prosperous.

Its population in 1925 was 13,193. Five years previous, when the Federal census was taken, the figures were 10,580. In recent years shoe manufacturing has been one of the principal industries.

Looking forward to the future, a planning board has engaged recently in zoning the town, as the most effective means to promote the growth of the town along well defined and orderly lines by establishing definite districts for industry, business and homes. Plans are on foot to widen some of the principal thoroughfares to meet present and future needs. The planning board is devoting thoughtful consideration to the creation of additional parks.

The greater part of the water supply of the town is taken from Great Pond, and distributed through sixty-four miles of pipe. Randolph and Holbrook take their water supply from the same pond, part of which is in Randolph.

Until 1926 the playgrounds of the town were under the direction of groups of women who supplied playground apparatus and made a very satisfactory beginning of recreational facilities. The property was given to the town which took charge in 1926 and instructors and a supervisor were employed.

There is a waterfront playground at East Braintree, on the salt water. The other principal playgrounds are at French's Common and at Hollingsworth Park, South Braintree; the Hollis Playground and the small one on Commercial Street, Braintree.

One of the pressing needs of the town, in the opinion of the Board of Health and many citizens, is a sewerage system.

The town has the Thayer Public Library, available to the public, with about 21,000 books. The annual circulation is about 40,000 volumes.

A handsome High School building adequate for the town was opened in 1927. It houses about five hundred pupils. The equipment is creditable to the town and the teaching force in every way efficient. Exclusive of the new High School the buildings and equipment under direction of the school department are valued at upwards of \$950,000. The school maintenance amounts to about \$240,000 annually.

Bits of the annals of Old Braintree appear in various places in the history of Norfolk County and the proud record of the town in educational matters has not been overlooked and need not be repeated. The attractiveness of the town on account of natural scenery reminds one that the "Blue Hills Land" was divided between Braintree and Milton, May 30, 1712.

One hundred years ago, in 1827, a survey between the tide-waters of Braintree and those of Taunton River, to unite Massachusetts and Narragansett bays by a ship canal, was commenced by the United States Government. The distance is thirty-six miles to the tide lock at Somerset, thirteen miles below Taunton. The summit level between the two bays is at Howard's meadow in Randolph, one hundred and thirty-four feet above high-water mark at Braintree or Weymouth Landing. It was stated in "Hayward's Massachusetts Directory," published many years ago, that "a ship canal in this direction, or one across Cape Cod at Sandwich, would save many lives and a vast amount of property." The Cape Cod Canal has been built and in 1928 is being taken over by the United States Government. A canal from Braintree or Quincy, through Brockton, to Taunton and Narragansett Bay, has been agitated in past years.

When the town of Braintree was incorporated May 13, 1640, Old Style, it included within its limits the present towns of Braintree, Quincy, Randolph and Holbrook. The name for Quincy was Mount Wollaston and that for Braintree, Monoticut. Holbrook and Randolph were called Cochato. Quincy became a separate town in 1792 and Randolph the following year. A small portion of Braintree, known as Newcomb's Landing, was annexed to Quincy in 1856.

Among the industries which have been important in the town have been cotton, satinet, shovels, paper, nails, chocolate, boots and shoes, rubber cloth and, in early days, sawmills and grist-mills were turning out valuable products from the various water privileges.

BROOKLINE

The largest town in the State is Brookline. It is so large that several years ago it had to depart from the regular plan of having all the voters of the town assemble at the Town Hall for town meetings, for the very good reason that the Town Hall would not contain them and there was no auditorium in the town which would. There were a few instances where those interested in some particular bit of local legislation packed the Town Hall early with those who favored the measure; and late comers, who might be on the opposite side, were unable to get into the hall and the meeting. Since those occurrences, there



ST. PAUL'S CHURCH AND RECTORY (EPISCOPAL) BROOKLINE



PUBLIC BATHS AND GYMNASIUM, BROOKLINE

has been a representative system of voting, toning down the New England town meeting plan in a sense but leaving the situation, in the opinion of the people of Brookline, more satisfactory than maintaining a regular city government.

The regular and special appropriations passed at the annual town meetings in recent years have been in the neighborhood of four and a quarter million dollars. The figure in 1927 was \$4,222,771. The town spends about \$700,000 for schools; \$65,000 for its Public Library; \$225,000 for its water department; \$125,000 for parks, public grounds, trees and cemeteries; more than \$600,000 for highways and lighting; about \$900,000 for public safety and health; considerably over \$200,000 for sewers, and drains and other town expenses are in proportion.

There are several hospitals in Brookline and other institutions devoted to the care of the sick and unfortunate. The Free Hospital for Women in Brookline is an unusual institution. It was founded in 1875 and Rev. Dr. Edward Everett Hale spoke at the dedication of the main building. The founder was William Henry Baker, M. D., first professor of gynecology of Harvard Medical School. This hospital is the second oldest in the country for the free treatment of diseases peculiar to women. Some of the best-known gynecologists of Massachusetts make up the unpaid staff of the hospital.

The Zion Research Library is another unusual institution in Brookline.

Situated on Fisher Hill, entrance to the library is through a heavy iron gate, then by way of a brick walk skirting beautiful formal gardens. The furnishings are of rich simplicity. There are five thousand volumes on the open shelves and many of them are rare and valuable books. The library adjoins the home of Mr. and Mrs. John Munro Longyear, by whom the Zion research foundation was endowed in 1922. The library is non-sectarian and open to the general public for the purpose of Biblical study and research every afternoon, with two capable librarians in attendance.

Several of the large sales agencies for automobiles are located in Brookline. Among the manufactured articles are gears and shafts, screens, automobile bodies, cards and novelties, confectionery, ice-cream, soft drinks and knit clothing.

Brookline was incorporated as a town in 1705. Previous to that time, its beautiful hills, rivers and sheets of water which make it picturesque, belonged to Boston. There was a back formed by the Charles River between the present town and Boston and this was Back Bay, later to become an aristocratic part of Boston, while Brookline itself was to become the place of residence for many of the prominent and most successful business and professional men of the metro-

polis. In 1855 the northerly part of Brookline, bordering on the river, was ceded to Boston.

The soil of Brookline is of excellent quality for agricultural and horticultural purposes, and there are in the town some beautiful estates with green lawns and gardens among the best in this part of the country. Until about a hundred years ago, the inhabitants of Brookline were largely farmers, dependent upon the products of the land. One of these farmers was Ebenezer Richards who owned a sheep pasture of thirteen acres, on an elevated spot commanding a fine view of Boston and the numerous islands in Boston Harbor.

Honorable Stephen Higginson, a successful Boston merchant, purchased this sheep pasture for \$120 an acre. He erected a handsome residence, beautified the grounds and had the show place of the vicinity of Boston for many years. Immediately the Brookline farmers began to accept offers to exchange sheep pastures for dollars and the prominent families of Boston began to locate in Brookline and erect elegant homes. The process has been going on ever since.

Proud as are the inhabitants of present-day Brookline in all its beauty, they include in their pride the unique character of the town from early days. The unique beginning of the town is well described in Wood's "New England's Prospect"; referring to the year 1633, he wrote:

"The inhabitants of this place (Boston), for their enlargement, have taken to themselves farm-houses in a place called Muddy River, (Brookline) two miles from the town, where there is good ground, large timber, and store of marsh land and meadow. In this place they keep their swine and other cattle in the summer, whilst the corn is in the ground at Boston, and bring them to town in the winter." As early as 1686, the inhabitants at Muddy River had obtained an order that said hamlet should thenceforth be free from paying taxes to the town of Boston, and to have the privilege of annually choosing three men to manage their affairs. The conditions were, that they should bear their own expenses, erect a schoolhouse, and maintain a reading and writing master. After the overthrow of Andros, the town of Boston disregarded the above order, and rigorously exercised over them all the authority they possessed. After some considerable opposition, a petition, signed by thirty-two freeholders, was presented to the Legislature in 1705, for a separation from Boston. The petition was granted, and the place was incorporated as a distinct town by the name of Brookline. "It is supposed that this name was adopted from the circumstance that Smelt Brook is a boundary between that town and Cambridge, and that another brook, which falls into Muddy River, is a boundary between it and Roxbury."



SOLDIERS' MONUMENT, BROOKLINE



PAROCHIAL SCHOOL, BROOKLINE

CANTON

The towns of Norfolk County are known by many students for their historic connections, and as the theatres for many interesting occurrences when the vicinity was young in the ways of the white men. It is well, however, to consider the future and present of the towns, as well as their interesting and important past. Canton was the town of John Eliot in Colonial days, of Paul Revere shortly after the Revolution and of numerous other worthies but, it is also a modern town, delightful in its present-day appointments and qualities. As to the number of inhabitants, the State census of 1925 disclosed 5,896. These people spend about \$3,000 annually on schools, \$12,000 for fire department, a like sum for street lighting, nearly as much for the support of the poor and unfortunate, twice as much for highways and bridges and half as much for the public library. The library has nearly 25,000 volumes and an average daily circulation of about one hundred and seventy-five.

According to the annual town report which was distributed in time for the annual town meeting in 1927, the town has invested in school-houses and land \$214,900; public library and land, \$78,000; other public buildings and land, \$19,500; Memorial Hall and grounds, \$102,000; town land, \$1,200; water works, \$400,000; fire apparatus, \$20,000; furniture, school books, supplies, etc., \$40,000; other real estate and buildings, \$18,650; making a total of the estimated value of town property of \$894,250. These figures give some idea of the size of the town, with its 1,288 dwelling houses, 10,650 acres of land, 988 resident taxpayers and 357 non-resident taxpayers on real estate. There are 1,810 poll taxpayers. There is within the town \$969,000 worth of property which is exempt from taxation, owned by religious and educational institutions or devoted to parks and playgrounds.

The Massachusetts Hospital School for cripples and deformed children is situated in Canton, with Dr. John E. Fish as superintendent. The buildings alone represent a value of \$550,000, and it is a worthy and efficient institution.

Four hundred and seventy-one acres of the Blue Hill Reservation and two hundred and sixty-five acres of the Neponset River Reservation of the Metropolitan Park System are in Canton. Two hundred and fifty acres in the town are devoted to cemeteries.

The town's real estate values are about seven million dollars and the personal property valuations, subject to taxation, about two millions.

A World War memorial was erected on the grounds of the high school and dedicated July 4, 1926. The sculptor was Professor Raymond Averil Porter of the Massachusetts Normal Art School.

The town has an exceptionally good school system and nearly two hundred pupils in the high school. Additional accommodations in both high and grade schools are under consideration.

In order to form a new town in provincial times it was necessary to have a meeting-house and an Orthodox minister and show reasonable ability to support the minister. Rev. Joseph Morse was the first minister in the village, which eventually became the town of Canton. Nearly eleven years he preached, previous to his ordination when the first church was embodied in 1717. Canton was then the south precinct of Dorchester and was called Dorchester Village. Canton was incorporated as a separate town February 23, 1797. Its Indian name had been Pakemit or Punkapoag, but that Indian name also included the present territory of the towns of Canton, Stoughton, Sharon, Foxborough and Wrentham, and was a part of that territory granted by the General Court in 1637, to the town of Dorchester.

It was in this territory that Rev. John Eliot began to preach to the Indians and considerable stirring history was made in the vicinity before it became a town by itself.

One of the early manufacturing plants of importance in Canton, was the Kinsley Iron & Machine Company's works which was established in 1787. The manufacture of steel by the German process was carried on until 1830. Mill saws, firearms, horse shoes, plow shares, car axles and car wheels, forgings, castings and hardware in great variety were manufactured. Lyman Kinsley retired as president in 1859, and was succeeded by Honorable Oliver Ames of North Easton. The Ames family was interested in the business for many years.

Paul Revere & Company established the copper business in Canton in 1801, and manufactured bells, brass cannon and many different things fashioned from copper. In fact, Paul Revere expressed to Congress his ability to supply all the copper-manufactured articles which were required in the country and asked for protection against foreign competition, on the plea that the importation of anything of the kind was unnecessary.

The Neponset Cotton Manufacturing Company manufactured cotton and woolen goods. The Eureka Silk Manufacturing Company and other succeeding firms have found skilled operatives in silk manufacturing in the town and carried on the business with success. Cotton thread has been manufactured by G. H. Mansfield & Company and some later concerns. Other industries established a considerable number of years ago were the Narragansett Suspender & Web Company, and L. R. Wattles & Company. They manufactured spinning and twister rings and all kinds of elastic web goods. The town has also been engaged in making paper boxes, stove polish and plastic



WASHINGTON STREET BUSINESS SECTION, CANTON



ST. JOHN'S CHURCH AND RECTORY. CANTON

wood, fireworks, infants' wear, thread and fish lines, moccasins, cas-
ket cloth, knitted goods, artists' colors, and other useful commodities.

COHASSET

This town is in Norfolk County, surrounded by towns in Plymouth County, and many people wonder how such a condition came about. On May 10, 1643, Suffolk County was established and included Boston, Roxbury, Dorchester, Dedham, Braintree, Weymouth, Hingham and Hull, then known as Nantascot. The town of Hingham in those days included Cohasset, which was incorporated as a town, August 23, 1775, and became a part of Suffolk County.

When the present Norfolk County was incorporated March 26, 1793, all the towns of Suffolk County, except Boston and Chelsea, were placed in that county. In this way Hingham, Hull and Cohasset became part of Norfolk County.

Hingham and Hull were dissatisfied with their new connection and, at the same session of the General Court, were exempted from the Norfolk County act of incorporation. That left them in Suffolk County. June 18, 1803, they were joined to Plymouth County, as they had petitioned.

Cohasset was satisfied to be in Norfolk County and has remained a part of it ever since. It is at present a town of 2,913 inhabitants, using the census figures of 1925, equipped with the usual town departments, functioning well and keeping the merits of the town as a place for permanent or summer residences well to the front. At present there are hundreds of summer homes in the town and each spring brings an additional building program. It was one of the first Massachusetts towns to be selected as a place for summer homes. Barber's "Historical Collections," printed nearly one hundred years ago under Cohasset: "This town has become quite a place of resort for citizens and strangers, in summer months, to enjoy the marine scenery and salt air."

Cohasset Rocks, consisting of several small islands and sunken rocks, lie about three miles northeast of the harbor and have proved fatal to many vessels.

Thoreau was on his way to Cape Cod in October, 1849, when he learned of the wreck of the "St. John" on the Cohasset Rocks and he changed his plans to visit the shore, strewn with more than one hundred dead. In the opening chapter of his book on "Cape Cod," he asks:

Why care for these dead bodies? They really have no friends but the worms or fishes. Their owners were coming to the New World, as Columbus and the Pilgrims did. They were within a mile of its shores; but before they could

reach it, they emigrated to a newer world that ever Columbus dreamed of, yet one of whose existence we believe that there is far more universal and convincing evidence—though it has not yet been discovered by science—than Columbus had of this: not merely mariners' tales and some paltry driftwood and seaweed, but a continual drift and instinct to all our shores.

I saw their empty hulks that came to land; but they themselves, meanwhile, were cast upon some shore yet further west, toward which we are all tending, and which we shall reach at last, it may be through storm and darkness, as they did. . . . It is hard to part with one's body, but, no doubt, it is easy enough to go without it when once it is gone. All their plans and hopes burst like a bubble! Infants by the score dashed on the rocks by the enraged Atlantic Ocean! No. no! . . . The strongest wind cannot stagger a Spirit; it is a Spirit's breath. A just man's purpose cannot be split on any Grampus or material rock, but itself will split rocks till it succeeds.

Many of the early inhabitants of Cohasset found employment in the fisheries, when cod and mackerel fishing was carried on extensively by all the coast towns of Massachusetts. Shipbuilding was also a considerable industry.

DEDHAM

This is a town to conjure with when it comes to tracing its numerous changes from the days of Common Land in 1636, to the setting apart of Westwood, in 1897, as the latest of many towns which have sprung from the original Dedham. Most of this information, which is interesting, is given in earlier chapters or comes into the stories of towns farther down in the alphabet as applied to Norfolk County.

Dedham has a population of 13,918 (1925), is the shire town of the county, a glorious heritage of historical facts, an ideal residential town and industrial centre. The annual town meeting in March, 1927, will be remembered as having the longest ballot ever used in the history of the town. It was eighteen hours after the polls closed before the count was complete. The names of two hundred and fifty candidates were on the ballot, seeking one hundred and fifty elective offices. Miss Veronica P. Murray was elected town treasurer, the first woman to hold that office.

A new Masonic Temple is being erected in the town at a cost of \$70,000. It will be in Colonial style to harmonize with the general character of the architecture in Dedham. The lodge room will be forty-one by sixty feet. The temple will stand as a memorial to deceased Masons, and will contain a number of individual memorials.

Dedham is about ten miles southwest of Boston, the county seat of Norfolk, and the possessor of many virtues and advantages which make it a delightful town for residences or business purposes. Historically, it is interesting, having contributed to the county, State and nation all that could be expected of it and being the arena for some interest-



MEMORIAL SQUARE LOOKING WEST, DEDHAM



HISTORICAL BUILDING, DEDHAM

ing happenings. With Needham and West Roxbury on the north, Hyde Park (now a part of Boston) and Canton on the east, Norwood on the south and Walpole and Dover on the west, it has good neighbors. It is separated from Needham a part of the distance by the historic and ever attractive Charles River.

The Indian name for the territory now Dedham, was Tist. The early settlers called it Contentment, but it was incorporated under the present name, complimentary to Dedham in Essex County, England. The territory embraced was considerably larger than the present confines of the town, and took in what is now called Wrentham, Walpole, a part of Medfield, part of Needham, part of Dover, part of Hyde Park and some other towns. Among the early settlers of prominence were Captain Daniel Fisher, John Allen, John Rogers, Daniel Fisher, Samuel Morse, Ralph Shepard, Francis Austin, Michael Metcalf, John Ellis, Samuel Guild, Thomas Carter and Eleaser Lusher. One who wants to learn much of the early history of the town will do well to look up the biographies of these men, as well as those of Rev. John Allen, first pastor of the First Church; Rev. Thomas Balch, first pastor of the Second parish, and his successor, Rev. Jabez Chickering.

The geological foundation of the town is sienite, in which asbestos and galena occur. Dedham granite is a handsome building material and that from which the court house is fashioned. The highest point of land is 400 feet above sea level. The principal ponds are Buckminster and Wigwam ponds, from which rivers flow to Bubbling Brook and the Charles River.

Dedham contributed 672 soldiers and sailors in the Civil War and of this number forty-seven were killed in action or died in service.

First Arrivals In Mother Town—The earliest settlers of Dedham arrived in September, 1635. The General Court granted a tract of land south of the Charles River to twelve men in that year. The next year an additional grant, on both sides of the river, was petitioned for and allowed. The present town of Dedham was included in the second grant. The settlers lived near one another, for purposes of defense, until the end of King Philip's War. The Indian danger being, to a large extent, over after that great struggle, houses were built in all parts of the town.

Several other towns in Norfolk County have been set apart from the old town of Dedham and, like the original town, have given a good account of themselves in the struggles and problems which have been associated with the growth and development of the settlements, towns, county, commonwealth and nation. It is for that reason, and because the early story of Dedham is especially interesting, that the amount of space devoted to the town in this history seems somewhat out of

proportion. The events recorded are the events of the beginnings of several towns, rather than one, and the experiences were those common to the early inhabitants of Norfolk County generally, and typical of the times.

The General Court of Massachusetts was sitting in Newton (now Cambridge) in 1635, when twelve men petitioned for a tract of land south of the Charles River, on which they desired to found homes and eventually a new town. The proposition found favor in the eyes of the members of the General Court and the petition was granted. This original dozen men showed their gratitude and good intentions by improving the land during the first year and, in 1636, came back, joined by nineteen additional pioneers, asking for an additional grant of land, this time situated on both sides of the Charles River, an extension of the land originally granted. The petitioners' prayer was granted. The new area included the territory on which the present town of Dedham, the county seat of Norfolk County, is located. Some neighboring towns were also included in the second grant, as early petitioners were not bashful in asking for plenty of land and there was plenty of land to ask for.

There were eighteen persons present at the first public meeting held August 15, 1636, at which a covenant was adopted. Each person bound himself to "give information concerning any person who applied for admission, to submit to such fines as might be imposed for violation of rules, and to obey all such bye-laws and regulations as the inhabitants shall judge necessary for the management of their temporal affairs, for religion, and for loving society."

Entering into such an agreement as this, all that seemed necessary was to employ some strong-minded tithing man, keep the dogs out of the church, and go on to a successful administration of affairs, by the aid of occasional town meetings. According to Barber's "Historical Collections:"

The government of the town was delegated by the freemen to 7 men, who were to be chosen annually. These 7 men met monthly, for many years, made many necessary bye-laws, which were recorded in the records of the town. Concerning the appropriation of the land, each man was provided with a lot of 12 acres of land if married, and 8 acres if unmarried; this to begin with. The after grants seem to have been made according to the necessities of the members, or as a reward for services performed. The number of persons in a family was also made a rule by which to divide the lands; quality, rank or desert and usefulness in the church or commonwealth was also a rule considered in the apportionment.

In a petition to the general court the inhabitants requested that the town might be called Contentment; which name is written over the record of the first several meetings. It would seem that the word well expressed the leading motives of the first 24 settlers in coming into this town. They were soon, however, associated with men of a somewhat different and higher character. The celebrated



REGISTRY OF DEEDS, DEDHAM



COURT HOUSE, DEDHAM

John Rogers, of Dedham, in England, had been forbidden to preach before the first settlers came to this country. Many of his people emigrated, and numbers settled in this place. From that circumstance, it may reasonably be inferred that the general court gave to the town the name of Dedham. The first settlers were more immediately from Watertown. They were as follows, viz: Edward Allyne, Abraham Shaw, Samuel Morse, Phileman Dalton, Ezekiel Holliman, John Kingsbury, John Dwite, John Cooledge, Richard Ewed, John Howard, Lambert Genere, Nicholas Philips, Ralph Shepard, John Gay, Thomas Bartleet, Francis Austin, John Rogers, Joseph Shaw, William Bearstowe.

In July, 1637, John Allin and Eleazer Lusher, and ten other persons came to Dedham, bringing recommendations, and were at the same time admitted freemen. These 12 persons gave a more decided character to the whole company. The following is the list of freemen who had been admitted into Dedham previous to 1647:

Mr. John Allin, Mr. Timothy Dalton, Mr. Thomas Carter, Mr. Ralph Wheelock, Mr. John Hunting, Mr. Pruden, Mr. Henry Philips, F. Chickering, dead, Abraham Shaw, Edward Allyne, John Frayre, Eleazer Lusher, Robert Hinsdale, Edward Kempe, John Leuson, John Dwight, Henry Smith, John Rogers, John Shawe, Nathan Aldis, deac., Daniel Fisher, Michael Metcalf, John Bullard, Joshua Fisher, Ferdinando Adams, Thomas Wight, Samuel Morse, Nicholas Phillips, John Morse, John Page, Michael Powell, Joseph Kingsbury, Nathaniel Colborne, Timothy Dwight, Peter Woodward, John Baker, Nathaniel Whiting, Anthony Fisher, Andrew Dewing, George Barber, Robert Onion, Robert Feashe, John Gay, Lambert Genery, Samuel Guile, John Ellis, Daniel Morse, Thomas Alcocke, John Batchellor, Joseph Morse.

Having allotted to themselves house lots in parallel strips, part upland and part meadow in each instance, the first settlers took up their holdings near the centre of the town, as it exists at present, procured a minister, built a meeting-house, and started municipal housekeeping under favorable auspices. The first meeting-house, intended for worship, town meetings and a general social centre, as was the custom, was a low building, twenty feet in width, thirty-six feet in length, twelve feet in the posts, with a thatched roof, and a ladder leading to the roof, to make it an easy matter to gain the roof in case it caught fire. This meeting-house, erected in 1637, had box pews, five feet deep and nearly as wide. Before the high pulpit was the elder's seat and the deacons' seat, overlooking the communion table. This building answered the purposes of the new town for thirty-five years. When a larger one was needed, the first was pulled down. The second was a two-story, more pretentious affair, with stairways in three corners, leading to the gallery, where the men sat on one side and the women on the other, with the highest taxpayer seated in the highest pew, or pit.

At the time the second meeting-house was built there were ninety-five houses forming a village in the vicinity of the present court house. They had thatched roofs, were near one another and many of them

around Dwight's Brook. Most of the boards of which the houses were built were sawed by hand in the woods, and the location of some of these saw pits can still be pointed out by people familiar with the local history. Against the thatched roof of each of these small dwellings leaned a ladder, as a means of fire protection.

The skyscraper of the town was a three-story building, the lower floor used for school purposes, the middle story for town storage purposes and the top story as a watch house, from which the watchmen could view the immediate surrounding territory and detect the approach of Indians or, in times of comparative peace, learn the location of cattle, goats and sheep in the neighboring herd-walks. The school-house was eighteen feet long by fourteen feet wide. The herd-walks were the common feeding grounds. One of them was on Dedham Island, north of Charles River. There were many wolves about and many dogs to keep them away from the cattle. The dogs had a propensity for going into the meeting-house and it was one of the many duties of the tithing man to whip out the dogs during the Sunday services.

He was equally busy in subduing the irreverent boys during the long preaching and required to do errands for the elders and seat the congregation according to social distinctions, not forgetting to place the largest taxpayer in a seat built higher than the rest, that his exalted position in the community might be typified by being seated with his head nearest to the roof.

Among the first industries in the town were grinding grain, at first on hand mills; sawing logs at a sawmill on Neponset River, built in 1664; and operating a fulling mill which was built on Mother Brook by Draper and Fairbanks in 1681. Dedham became the county seat in 1793.

Government and Defense—The appearance of the old town went through the usual sequences of all Colonial towns. At first the houses were built close together, as a better protection against raids by the Indians, with the meeting-house, schoolhouse and watch-house in the group, out of which came the invariable town green or square noticeable in every old town in New England. Later, larger tracts of land were cultivated as farms, when the necessity of a compact village had abated, and neighbors lived at a greater distance from one another.

Quoting from Barber's "Historical Collections:"

Of the many eminent men who have lived in Dedham, are the following: Major Eleazer Lusher, came into the town with Mr. Allin, and maintained an eminent rank among the founders of the town, directing and taking the lead in all the most important affairs of the plantation. He was a representative to the



OLD FAIRBANKS HOUSE—1636—DEDHAM



MEMORIAL HALL, DEDHAM

general court, and a number of years, from 1662, an assistant. The following couplet was frequently repeated by the generation which immediately succeeded him:

When Lusher was in office, all things went well,
But how they go since, it shames us to tell.

Captain Daniel Fisher, one of the first settlers, was much employed in public business, in the several offices of deputy to the General Court, speaker of that assembly, and assistant, in which office he died. He was a hater of tyranny, and was one of the four members of the General Court against whom Randolph, the agent of James II, in the colony, exhibited articles of high misdemeanor to the lords in council.

Captain Daniel Fisher 2d, inherited the spirit of his father, and was also much employed in the various affairs of the town. When Sir Edmund Andros was seized by the Bostonians on Fort Hill, he surrendered and went unharmed to Mr. Usher's house, where he remained under guard for some hours. When the news of this event reached Dedham, Captain Fisher instantly set out for Boston, and came rushing in with the country people, who were in such a rage and heat as to make all tremble. Nothing would satisfy the country party but binding the governor with cords, and carrying him to a more safe place. Soon was Captain Fisher seen among the crowd, leading the pale and trembling Sir Edmund by the collar of his coat back to Fort Hill. History has informed us of this incident in that revolution, but never told who took the lead of the country people, and who had the honor of leading the proud representative of a Stuart prince, the oppressor of the colony, through the angry crowd, and placing him in safe custody at the fort.

The defense of Dedham in King Philip's War, was partly dependent upon a great gun which was mounted in the centre of the town, a quantity of ammunition stored in the meeting-house or schoolhouse, and a steady watch maintained at the watch-house. There were no assaults upon the town, the warlike appearance evidently having a deterrent effect upon the scouts of Philip. Not only in Philip's War but in all the wars in which the country has engaged, Dedham has furnished its full proportion of money and soldiers. In King Philip's War (as already mentioned) and the two French wars, the town lost a good number of men, who died of sickness in the camp or fell in battle. A number from the town engaged in the expedition against Havana, none of whom returned, and a considerable number served at the long and memorable siege of Louisburg, Cape Breton.

At the commencement of the Revolution the inhabitants were unanimously opposed to the oppressive measures of the British ministry. Town meetings were frequently held, and many patriotic res-

olutions are found on the records. In January, 1774, the town voted "that they heard, with infinite pleasure the determination of other colonies to prevent tea from being used to enlarge the British revenue in the Colonies; and as so many political evils are brought about by the unreasonable liking to tea, and it is also so baneful to the human constitution, that if any shall continue to use it, while the act creating a duty thereon is in force, we shall consider it as a flagrant proof of their hostility to the liberties of the country and of their own stupidity." At the reception of the news of the Lexington massacre, all the militia of the town forthwith repaired to the scene of action. In the war which succeeded, the town furnished upwards of 100 men, who served either in the regular Continental Army, or in the State service performed military duty in one or more distant campaigns.

In the Revolutionary War, the town contributed its share of volunteers. There were several Loyalists who became very unpopular, among them being Rev. William Clark, rector of the Episcopal church, who was imprisoned for refusing to swear allegiance to the cause of the colonists. In the Revolutionary War the number of Dedham men exceeded one hundred. When the call for soldiers came in 1740, for the "Spanish War," as it was called, there were several who responded and not one of them came back. At the siege of Louisburg, in 1745, a number of others took part.

The Baptists formed a society in the town in 1811, with Rev. William Gammell, as the first pastor. Contemporary with him was Rev. William Montague, rector of the Episcopal church, from which Rev. William Clark had been removed, for his Toryism, in 1768.

Among the able men in Dedham, previous to half a century ago, were: Rev. Eliphalet Adams, a graduate of Harvard College, a learned divine, who died in 1753; Rev. Ebenezer Gay, D. D., another able clergyman, whose death occurred in 1787; General Joseph Dwight, a distinguished soldier and judge, born in 1703 and deceased in 1765; Dr. Joshua Fisher, M. D., an able physician and naturalist, graduate of Harvard College, whose span of life was from 1749 to 1833; Fisher Ames, LL.D., (1758-1808), orator, statesman and writer, whose writings, with a memoir by Dr. J. T. Kirkland, were published in 1809; Nathaniel Ames, son of Dr. Fisher Ames, an able author; Warren Colburn (1792-1833), a distinguished mathematician; Samuel Foster Haven, born in 1806, archæologist and author, for many years librarian of the American Antiquarian Society of Worcester, Massachusetts; Reuben A. Gould, born in 1822, author, librarian of Brown University, whose writings have contributed much to knowledge of generations since 1848; Erastus Worthington, writer, author of a "History of Dedham," published in 1846. The past half century has contributed

an even larger number of distinguished men, biographical sketches of some of them appearing in a companion volume to this history.

On the northwest corner of the court house square, on the Boston road from Dedham, is a granite pillar, about five feet in height, which was once the pedestal to a column erected in honor of William Pitt, Earl of Chatham, and surmounted with his bust. The column and bust are now gone, but on two sides of the pedestal is the following inscription:

On the North Side.

The pillar of Liberty erected by the sons of Liberty in this vicinity.

Laus Deo. Regii et Immunitat m autoribusq. maxime Patronus Pitt qui Rempub. rursum evulsit faucibus Orci.

On the West Side.

The pillar of Liberty to the honor of William Pitt, Esqr. and other patriots who saved AMERICA from impending slavery, and confirmed our most loyal affection to King George III, by procuring a repeal of the Stamp Act, 18th March, 1766.

Erected here July 22d, 1766, by Dr. Nathaniel Ames, 2d, Col. Ebenezer Battle, Major Abijah Draper, and other patriots friendly to the Rights of the Colonies at that day.

Replaced by the Citizens July 4, 1828.

It is believed that Dedham has the first canal ever built in this country. It has been related how in 1681, a fulling mill was built on Mother Brook by Draper and Fairbanks. This is an artificial canal which was excavated in 1639, three and one-half miles in length, taking about one third of the waters of Charles River into the Neponset River. This canal was dug to furnish good mill sites, about four years after the commencement of the settlement. Mills have been situated on the canal ever since and the opinion of the first settlers that its existence would repay the large amount of work which its excavation required has been justified.

DOVER

Dover has the smallest population of any of the towns in Norfolk County (1,044 in 1925). It is one of the border towns between Norfolk and Middlesex counties, in the northwestern part of Norfolk County. It was originally a part of Dedham and was incorporated as a town in 1781. The first minister, Rev. Benjamin Caryl, remained in charge of the church nearly fifty years, his pastorate terminating with his death. His son, Dr. George Caryl, graduated from Harvard College in 1788, was one of the early physicians of Dover.

When Paul Revere made his famous ride to rouse the people previous to the firing of "the shot heard round the world," sixty-eight men responded from the precinct of Dedham, now Dover. One of them, Charles Haven, was killed, one of the early martyrs of the Revolution. When the call came to join the men in the vicinity of Boston and the battle of Bunker Hill followed, Aaron Whiting was guiding his plow, drawn by a yoke of oxen. He left the team as it was. His wife unyoked the oxen but the plow remained in the furrow until Whiting returned three months later.

Dover has been an agricultural town from the first and farming is still a leading industry. In 1815 there was a rolling mill in the town, which was the first rolling mill built to run with one water-wheel in this part of the country. It had a speed of four times as much as those which run by two wheels. The millwright was an Englishman named Johnstone, who had been smuggled into the country some years previously, when it was unlawful for any skilled mechanic to leave that country. There have also been manufactured in the town, nails, cigars, paper and shoes.

The town is well supplied with unfailing springs of pure water for which it is noted.

FOXBORO

The town of Foxboro, using the popular spelling of the present day, has five thousand inhabitants, and on June 10, 1928, was one hundred and fifty years old as a separate municipality. The town costs about half a million dollars annually to maintain according to the high standard which the town has adopted as the worth-while manner of carrying on. A new high school building was erected in 1927, and there is plenty of adjacent land to provide one of the best athletic fields in the State. Other departments of the town are also well managed.

Foxboro of the present day is linked with the town as it was more than one hundred years ago by a change made the present year, when Donald Carlisle, a Boston business man, purchased the old stone mill on Granite Street, thoroughly renovated it and converted it into a beautiful dwelling for himself and family. The mill was erected about 1810, for use in manufacturing cotton cloth. The old raceway was still in practical use and the new owner converted it into a waterfall in his own yard. The brook is led through a sunken garden and the landscape engineering has brought forth very attractive effects which suggest possible uses for other abandoned property of the long ago.

This particular mill was erected by Simon Pettee who made cotton cloth two yards wide there. He later made paper bags. His son-in-

law, John G. Jones, later used a part of the mill to manufacture lightning rods.

Foxboro has been on the border line of so many legislative changes, that it has been claimed that John Shepherd, who was born February 25, 1705, and died April 3, 1809, aged one hundred and four years, had been a resident of three counties and five towns and never moved from his birthplace. The town was incorporated June 10, 1778. It had been a part of Dorchester and in Suffolk County until that time.

An iron foundry was one of the earliest industries, aside from agriculture in the town. It is said that the only export at the time of the incorporation of the town was charcoal and that the imports were molasses, cod-fish and New England rum. The making of straw bonnets was an early industry and one of much importance. In 1837, there were 133,654 straw bonnets made in the town, valued at \$121,571. The population at that time was 1,416.

Betsey Metcalf is said to have made the first straw bonnet. Among the early inhabitants, John Everett was a blacksmith and tavern keeper, Joseph Comey, the village shoemaker, Simon Pettee, a gunsmith, Amos Boyden, a surveyor, Aaron Everett, a carpenter and Joseph Everett, a tanner, currier and glove-maker.

From the iron ore bed worked many years in the town, the first cannon for the Revolutionary War are said to have been cast by Uriah Atherton, "and the grog cups used on the occasion are now in the hands of one of his descendants." There has been a counter claim from Bridgewater that the Revolutionary cannon first in the fight was cast in that town but the rejoinder is that the "Bridgewater folks came here to learn the trade, and proved themselves ready apprentices. A cannon ball, cast by Atherton at this forge is deposited in Memorial Hall."

Foxboro has been engaged in manufacturing many things, among them straw hats, felt hats, sewing machines, leather-board, packing boxes, paper boxes, lumber, tinware, stoves, boilers, hollow-ware, stereoscopic views, slates, clothing, millinery goods, soap, harnesses, carriages, baskets, boots and shoes, brooms, music clamps, dental goods, extracts, medicines, cider, glue, iron utensils, hoop poles, charcoal, iron work, florists and greenhouse goods, as well as maintaining foundries, planing and sawmills, laundry, printing offices, grist-mills, granite quarries and other lines of endeavor. In recent years several commodities relating to the automotive industries have been manufactured in the town.

"Soldiers' Memorial. Erected By the Town, A. D. 1868"—A building, bearing this inscription over the entrance, was erected in the old Burying Ground near the Common three years after the close of the

Civil War. Built of pebble stones with granite trimmings, it represents the physical make-up of the town. A slated roof and dome, on which was placed the figure of a Union soldier with arms at rest, were appropriate in the architecture. The interior was handsomely finished with oiled chestnut. In the building is the public library with book cases, between which memorial tablets were placed. A bronze coat-of-arms of the United States was placed at the right and the coat-of-arms of Massachusetts, at the left of the marble tablet, which bore the inscription "Soldiers' Memorial. Erected by the Town, A. D. 1868." Rolls of honor of heroes of all the wars and a large figure of the Goddess of Liberty in colored glass are near the entrance. Numerous interesting relics are preserved in the hall.

The Unique Howe Monument—In the rear of Memorial Hall stands a strange monument which has attracted much attention from visitors to the town.

In order to read the inscription it is necessary to raise the lid or cover, which turns up like the lid of a tea-pot, and lays on the rest by the side. The cover is of iron, and is kept to its place by hooks; the date, 1810, is cut upon it. The following is the inscription:

This monument was erected by Doct. N. Miller, to the memory of his friend, Mr. Zadock Howe, who died 1819, Aet. 77, and who fought under the great Washington.

To those who view, before you're gone,
Be pleased to put this cover on.
1810.

On the inside of the cover, on a piece of sheet-iron, the following is in gilt letters:

The grave is waiting for your body,
And Christ is waiting for your soul,
O, may this be your cheerful study,
To be prepared when death doth call.

The lower part of this monument is of granite. This, with the apparatus at the top, was made by Mr. Howe, who kept it in his house some years before his death.

Following the Revolutionary War, Ebenezer Warren, brother of General Joseph Warren of Bunker Hill fame, moved from Roxbury to Foxboro. A son of General Warren, while visiting his uncle in Foxboro, died and was buried in the old burying ground. In an address by Honorable E. P. Carpenter delivered at Foxboro, June 29, 1878, he referred to the death of the son of General Warren and said: "His remains were removed some years since, in a most unceremonious, not to say uncivilized, manner, in a raisin-box for a casket."

FRANKLIN

Threescore and ten years ago certain residents of Wrentham brought forth a new town, set apart from Wrentham, and named for Benjamin Franklin, the Boston boy, who made America famous. The town contains more than seven thousand inhabitants, has a valuation between nine and ten millions of dollars, and some over 2,100 men of twenty years and older, with a forward look for the town, as represented by the planning board, to make a more beautiful and desirable Franklin. At the end of 1926, there were 1,632 dwelling houses in the town and twelve hundred and eighty-nine of them were connected with the water system.

The town maintains its school department in a high state of efficiency. There are more than 1,600 pupils and the school appropriation in recent years has been about \$125,000 annually. The percentage of the school population attending the high school has increased remarkably the past few years. A new high school was provided in 1926, and in that year 9.7 per cent more of the school population was in the high school than in 1920, and thirty-one of the fifty-six graduates from the high school that year continued their education in higher institutions of learning. There are more than five hundred books in the High School reference library. The town appropriates about \$120,000 for the maintenance of its public schools, \$8,000 for the support of the Fire Department, \$35,000 for highways and bridges, \$25,000 for public charities, and \$9,000 for maintenance and operation of the water department.

Printing presses are manufactured in Franklin, also cotton, woolen and straw goods. It is the seat of Dean Academy.

Having Wrentham for a mother and Dedham for a grandmother, the town of Franklin came of good lineage and began a separate existence as an incorporated town in 1778. It had been set off from Wrentham as a distinct parish in 1737 and became accustomed to walking alone. It was a part of Wrentham during the King Philip War, and Indian Rock is pointed out as the scene of retribution visited upon followers of the wily sachem of the Wampanoags.

After the Declaration of Independence in 1776, Dr. Benjamin Franklin was one of three colonists who were sent to France to arrange for a treaty of alliance with Louis XVI. Such a treaty was formed with the ambassadors in January, 1778, while the petition of the new town to be set apart from Wrentham was waiting decision. According to Smalley's "Centennial Sermon:"

The name (Franklin) was selected in honor of Benjamin Franklin, LL. D. While Dr. Franklin was in France, a friend of his in Boston wrote to him that a town in the vicinity of Boston had chosen his name by which to be known in the

world, and he presumed, as they had no bell with which to summon the people to meeting on the Sabbath, a present of such an instrument from him would be very acceptable, especially as they were about erecting a new meeting-house. The doctor wrote, in reply, that he presumed the people in Franklin were more fond of sense than of sound; and accordingly presented them with a handsome donation of books for the use of the parish.

The donation from Dr. Franklin consisted of one hundred and sixteen volumes, selected by Rev. Richard Price of London, a friend of Franklin's. These volumes were added to a social library until there were about five hundred in the combined collection. They became the nucleus of the Franklin Public Library. This town was the first of twenty-nine towns in the United States to take the name of the Boston printer boy who became one of the most useful and famous men ever born on American soil.

Dr. Franklin may or may not have been familiar with the history of that part of Wrentham which took his name, during the Revolutionary War. At all events the village was worthy of such a name. Some of its men "marched from Wrentham on the nineteenth of April, 1775, in the Colonial service." The town voted in 1779, when the money credit of the government was rapidly sinking, instructing all who had money to lend to lend to the Continental and State treasurers and to "avoid lending to Monopolizers, Jobbers, Harpies, Forestallers and Tories, with as much caution as they avoid a pestilence."

Early Industries—Until the beginning of the nineteenth century the industries in the settlement which became Franklin were "The Iron Works," "Ben Works' sawmill," and "Adams' corn mill." No others are mentioned in early records. Franklin was one of the towns which engaged prominently in the manufacture of straw bonnets and cotton goods. The first straw factory in Franklin was begun in 1812 by Asa and Davis Thayer. A few years after the Civil War there were seven local manufacturing establishments turning out braided straw products, more than a million hats and bonnets a year. At that time the hats and bonnets were made, pressed and finished by hand. Later hydraulic presses were introduced and sewing machines came into use.

It is said that Frank B. Ray started the first woolen mill in Franklin and used the first shoddy picker in the country in preparing wool shoddy to sell to other manufacturers. Felt, satinet and cassimere manufacturing was a leading industry for many years, having started in 1839 by the enterprise of Colonel Joseph Ray. There were seven felt mills running in Franklin in 1883 and three others just over the town line owned by Franklin firms. The making of rubber boots, overshoes, wooden boxes, sashes, doors, blinds, cotton and woolen machinery, soap,

leather goods, leather lacquer, jewelry have been carried on with considerable success.

The experiment of making sugar from beets promised to be an industry in town about 1879 but declined from lack of beets. The canning industry was more successful, starting about 1873. Most of the firms made their own cans and raised a large share of the material used, fruits, vegetables and cranberries.

One of the interesting places to visit in town at present is the farm of John C. Paine, stocked with saddle horses, ponies, goats and other animals.

HOLBROOK

There was spirited opposition some years ago when the east side of Randolph petitioned to become an independent town and take the name of Holbrook, but the East Siders won out in the contest, convincing the Great and General Court that there were good reasons for the change. In former days there was rivalry and town meeting eloquence between Randolph and East Randolph. Since the separation, and the creation of Holbrook, there has been another rivalry grow up in its midst. Holbrook is one precinct, and Brookfield, another precinct in the same town, is something else again. This neighborhood rivalry expresses itself especially in town meeting sessions.

At the annual town meeting in March, 1928, the town appropriated \$121,752, which was an increase of \$7,890.25 of the appropriation of the previous year. The park commissioners were granted sufficient sums to make improvements at the Holbrook and Brookville playgrounds and at Holbrook Park. While Holbrook is a small town, its departments function efficiently and well for a town of its size.

Chief of Police Walter O. Crocker received at the town meeting in 1928 a large vote, reëlecting him for his thirty-second year as a constable and police officer of the town. He has been chief of police nearly all the time.

The school committee was notified in 1928 by the New England College Certificate Board that the certificate privilege had been extended for four years. The State Board of Education placed the Holbrook High School in Class A, enabling the school to certify pupils to the State Normal schools so they are admitted without examinations.

The Sumner High School has been in need of additional accommodations and an addition to the building was erected in 1928, supplying the need.

The leading industries in Holbrook, a town of 3,273 inhabitants, are the manufacture of shoes, ice cream and disinfectants, with the accent on shoes. When Brockton, or North Bridgewater, was more con-

cerned in making shoe tools and the earliest kind of shoe machinery, Holbrook was a part of Randolph and was manufacturing boots and shoes and sending them to the South, West Indies and other distant places.

One of the local pioneers in the shoe industry was Ephriam Lincoln. The boot and shoe business began with the nineteenth century. Employment was furnished one generation after another by local manufacturers named Paine, Blanchard, Holbrook, White, Whitcomb, Faxon and other worthies to whom the town owes a debt of gratitude. They produced worthy footwear, dating from the days of the ten-footers, and the town has sustained its reputation for good workmanship and material.

Brookville is one of the villages of Holbrook and a lively little burg in itself, half way from Holbrook centre to the Brockton line, with shady streets and a general air of a prosperous and happy New England village. Many people who do business in Boston and Brockton make their homes in Holbrook or Brookville.

The Holbrook railroad station is about half-way from the centre of Holbrook and the centre of Randolph and the number of Holbrook railroad tickets sold are out of proportion to the travel from the station, since Holbrook comes within the zone for a twelve-ride ticket and Brockton is outside of that zone. Consequently thousands of people in Brockton purchase railroad tickets between Holbrook and Brockton, and use the twelve-ride ticket for the remainder of the trip in and out of Boston. Inasmuch as this combination of tickets cannot be used except on trains which stop at Holbrook, there has been a suspicion that less trains would pass by the station without stopping were it not for the Brockton ticket users. The fare between Brockton and Boston on express trains is considerably more.

Holbrook's Leap Year Proposal—The first town meeting of the town of Holbrook was held March 11, 1872. The town was incorporated February 29, 1872, a Leap Year proposition using the extra day in the year as its civic birthday. The division of the town of Randolph had been under consideration for a long time and vigorously opposed by the residents on the west side of the Old Colony Railroad. It so happened that the representative of the town of Randolph in the General Court, at the time the petition for the new town was presented, was a resident of the village represented by the petitioners. The petition was signed by E. N. Holbrook and thirteen others. When a town meeting was held in Stetson Hall, West Randolph, to take action on the petition, it was voted to appoint a committee to oppose the division of the town, and to instruct the representative to the General

Court, Ludovicus F. Wild of East Randolph, to carry out the expressed wish of the town, or resign.

While the legislative hearings were taking place, E. N. Holbrook, the first signer of the petition, died suddenly. He had proposed, in the event of the incorporation of the new town, to give a donation of \$50,000, half of the sum for a Town Hall and Public Library building, \$10,000 for a Public Library, and the remaining \$15,000 for the payment of the town debt, or some kindred object. The petition for incorporation asked that the new town have the name of Holbrook, but this was not because of any condition imposed by Mr. Holbrook in making his offer or any expressed desire on his part. It was the expression of the appreciation of the people of East Randolph for his generous citizenship and in recognition of the Holbrook family, old residents, public spirited, enterprising and successful.

MEDFIELD

According to the census of 1925, the population of Medfield was 3,867. The town is growing slightly in the number of inhabitants and contains numerous advantages to induce persons to cast their lot with the townspeople who are justly proud of one of the smaller towns in Norfolk County. The total valuation of the town exceeds two and a half million dollars. There were 453 dwelling houses assessed in 1926 and the number of residents assessed on property was 617. The town appropriations aggregate \$136,000. There is an excellent public library with a circulation exceeding 15,000 volumes. The annual appropriation for the school department is about \$30,000. The total number of pupils is about 350.

Medfield was the forty-third town in Massachusetts to be incorporated. It had been a part of the ancient town of Dedham until the act of incorporation in 1650. It was an agricultural town in the beginning and, blessed with fertile soil, has continued in that industry successfully. Manufacturing has been introduced to a limited extent. It was one of the early boot and shoe towns and also engaged in making shoe laces, straw bonnets and hats. Some granite quarries have yielded considerable wealth. There are extensive peat meadows. The spelling of the name of the town on the ancient records was Meadfield, indicating that the meadows suggested the name.

Witches and Indians—The main part of the town was burned by the Indians in 1676. One of the houses standing at that time on the main road leading to Dedham, one-third of a mile eastward from the central village, remained until a few years ago, the last house of its kind in the country. The dimensions were twenty-four feet long, fourteen and

a half feet wide, and twenty-two feet from the ground to the ridge pole. The eaves were ten feet above the underpinning. A small entry, one living room and a pantry were on the ground floor, two chambers on the second floor and a narrow attic on the third floor.

Why the Indians did not burn this house with the others does not appear in the records. The story of that Indian attack is included in an historical sermon, preached at Medfield, in 1817, by Rev. Dr. Daniel C. Saunders, pastor of the old parish church.

Concerning witches, it is stated in Dr. Saunders' "Historical Sermon," that the Rev. Mr. Baxter went to reprove Goody Lincoln for the sin of practicing witchcraft, and felt a strange pain in his leg on his return, which was attributed to her ill influence.

The following account of attack of the Indians is taken from Dr. Saunders' "Historical Sermon," preached at Medfield, in 1817, page 17:

Having arrived in a vast body at Wachusett mountain, in Princeton, they (the Indians) divided for more extensive mischiefs into two parties. One proceeded toward Concord, Chelmsford, Woburn, and Haverhill; the other burnt Lancaster, Marlborough, and Sudbury, and soon reached Medfield.

The Sunday before the assault, they were seen on the heights of Mount Nebo and Noonhill, as the people came out from public worship. There were then four garrisons in town. Nearly 300 soldiers had arrived for its defence; but these had been billeted out upon the inhabitants in every direction. The Rev. Mr. Wilson had charged his flock to be vigilant against surprise and guarded against dangers.

Monday morning, 21st February, 1676, was the fatal period. During the night preceding, the Indians had spread themselves over every part of the town, skulking beside every fence and building. At the first dawn of day, about 50 buildings were set into a blaze at the same instant. Many of the inhabitants, through great perils, were able to reach the garrisons; others were shot down as they rushed out of their houses, and one was burnt in his own dwelling. At length, the savages were compelled to retire over a bridge in the southwest part of the town. Burning the bridge in order to cut off pursuit, they retired to a savage feast on the top of the nearest hill, in view of the ruins they had occasioned.

Philip had been seen, riding upon a black horse, leaping over fences and exulting in the havoc he was making. Though he could neither read nor write, yet he caused a paper to be left, threatening to visit them every year for twenty years to come. He did not live to fulfill this promise.

The destruction commenced at the east part of the town. Most of the houses and barns were consumed between the meeting-house and the bridge leading to Medway. Nearly 50 buildings and two mills were destroyed. The best houses and all the garrisons escaped. The damages were estimated at about 9,000 dollars. It was supposed that there were 500 Indians in this engagement. Their dread of cannon hastened them away. Soon after, they carried destruction to Rehoboth, Pawtucket, and Providence. Here, John Fussell, aged about 100, was burnt in his house. Eight inhabitants were killed, four were mortally wounded, besides three soldiers who fell, amounting in all to fifteen.

On the 6th of May following, the Indians met with a notorious repulse at the stone-house near Medfield, in the northeast corner of Medway. On the 2d of

July, there was near this a new conflict in the woods, and more execution was done upon the enemy. Among the captives recovered, a slave gave information of an intended attack upon Taunton with 200 savages, which information proved the preservation of that town by timely auxiliaries sent to their protection. July 25th, 30 of our men and 90 Christian Indians from Dedham and Medfield pursued the savages and captivated about 50 of them, among whom was Pomham, the great sachem of the Narragansetts. Soon after, the savages retired from this part of the country, to carry new distresses into more distant regions.

MEDWAY

The early history of Medway is the early history of Medfield, since Medway was set off from Medfield and taken over by forty-eight original founders October 25, 1713. It was the sixty-ninth town in the Massachusetts Colony. The localities which constitute the town were called by the Indians Boggastow and Mucksquirtt. The former is along the west bank of the Charles River and the latter south of Winthrop Pond. This sheet of water was called by the Indians Winnekenning (The smile of the Great Spirit).

The Medway Branch of the Norfolk County Railroad had its terminus in Medway and this railroad, opened to the public in January, 1853, brought the first visit of the iron horse to the town. This branch was discontinued in 1864. Later the New York & New England Railroad passed through three of the four principal villages of the town.

In 1678 George Fairbanks, Jr., who lived in that part of Medfield now called Medway, gave one shilling and one bushel of Indian corn as his contribution toward the "new college in Cambridge." Joseph Daniell gave two shillings sixpence and two bushels of corn for the same worthy object, as he possessed more of the world's goods than his neighbor Fairbanks. Others showed their interest in Harvard College and in the early schools of their town. The first high school was opened in Medway in 1830.

The first mill in the town, for grinding corn, was burned by the Indians. It is referred to in early records as the Hinsdell Mill and Gamaliel Hinsdell was appointed by the selectmen to prosecute John Sunchamaug, an Indian, suspected of burning the mill. This was prior to 1685. In addition to the saw and grist-mills, the water powers have been used to turn the wheels of paper and cotton mills. Fine woolen fabrics were manufactured in later years, and boots, shoes, straw bonnets and other straw goods, awls, paper, boxes, lasts, mallets, monuments and bricks have been among the manufactured products.

A church bell foundry was established in East Medway in 1815, by Major George Holbrook. Clocks, church organs and organ pipes have

also been manufactured. The pipes for the great organ used at the time of the Peace Jubilee in Boston were made in Medway.

The total valuation of assessed property in Medway is approximately \$3,000,000. There are about 800 resident property owners and some over 300 non-resident property owners. The number of poll taxpayers in 1927 was 915.

The town is defended against fire by one combination hose and ladder truck, one motor-driven triple combination wagon, one motor-driven hose and chemical wagon and 2,650 feet of two and one-half inch hose. Fire extinguishers are located in many places in the town.

The school census of October 15, 1926, showed a total enrollment of 670 pupils. The school appropriation is usually about \$45,000. The enrollment at the High School passed the one hundred mark in 1926 for the first time. Physical training is carried on in the school under the management of two students from the Boston School of Physical Education. Sewing in the sixth and seventh grades is under the direction of students in the Household Arts Department of the Framingham Normal School. Additional rooms for High School students are under consideration.

MILLIS

"There is one thing you can say about Millis and that is that it has more ginger than all the other towns," said the village wisecracker. Perhaps his statement was literally true, since Millis is the town in which is manufactured an internationally-famous ginger ale. Other manufacturing concerns of large mention make shoes and waterproof paper among other things, which furnish employment for a percentage of the 1,791 persons who make up the population of the town, using the State census figures of 1925. The population has grown substantially in the past decade.

Millis began to walk alone February 24, 1885, parting on that date of its incorporation from Medway. Like so many other towns, it can trace its ancestry back to Dedham, since Medway was until 1713, a part of Medfield, and Medfield was until 1650, included in the old town of Dedham, which had a beginning in 1636, and that is harking back to the Puritans.

There is much that is interesting in a town of about two thousand citizens bent on village improvements, making the town attractive, a good place in which to live and raise a family, win prosperity, but never at the expense of leaving out the educational and spiritual qualities which are invariably thought of as the first consideration in the New England scheme of things. Millis is true to the best traditions of the towns from which it sprung.



MILTON HOSPITAL AND CONVALESCENT HOME, MILTON



BUSINESS SECTION ADAMS STREET, SHOWING MASONIC BUILDING, MILTON

MILTON

Milton grew in population from 9,382 in 1920, to 12,861 in 1925. The population of the town, estimated by the assessors from their records of 1926, was 1,480, an increase of 1,480 for one year. The number of persons liable for military duty is 2,362. There are at present 3,100 dwelling houses. The number of men twenty years and older is about 4,000. The valuation of taxable property in 1926 was \$29,988,445.

The town of Milton has one town official who holds an unusual office. Ralph E. Forbes is bird warden. He recommends that citizens make an effort to diminish the number of starlings which are becoming more troublesome and are no longer protected by State law. The recommendation reminds one of the Colonial days when freemen were required to kill a certain number of crows and blackbirds or pay a fine.

Milton has several parks and playgrounds which are equipped and supervised in coöperation with the Milton Woman's Club and the Milton Yacht Club. The public library has a circulation of more than 112,000 volumes.

Some of the larger expenditures in the running of the town in recent years have amounted annually to about the following amounts: Police, \$71,000; Fire, \$65,000; Highway maintenance, \$82,000; Schools, \$225,000; Public Library, \$20,000; Parks and Playgrounds, \$20,000.

On Big Blue Hill in Milton is located the weather observatory for Boston and Southern New England.

It was just as natural for Milton to become what it has become industrially as for corn to grow in Kansas or a resident of Maine to be a Republican. The natural environment made the suggestion.

There were three stockholders in the company which left England with the charter in 1630 who looked upon the waterfalls in the river, the shipbuilding facilities afforded by tide water, the abundant supply of timber suitable for ship construction and the fertility of the soil. These three men, Israel Stoughton, John Glover and William Hutchinson, became possessors of large tracts of land in this vicinity. The latter's career in Massachusetts was of short duration, as he was the husband of Ann Hutchinson, who was banished from the colony after being adjudged guilty of heresy by a synod held at Cambridge, acting upon charges made largely by the clergy then in vogue and power.

Stoughton and Glover were active public-spirited men, engaging in every movement for the benefit of the colony and taking such part in public affairs as opportunity made most serviceable. Their vision extended to the use of water power for running mills, the possibilities of agriculture, building small vessels by means of which the wealth of the sea might be secured in other useful lines for the new colony growing up in a comparative wilderness. They and their descendants did much

for the new country. They were typical of the early settlers of the better sort.

The Indian name for Milton was Unquityquissett. It was incorporated in 1662, previous to which it had been a part of Dorchester. It contains the range of Blue Hills, the highest hills in this part of the State, 710 feet above high water mark. These figures do not represent a high altitude but, since the ocean is almost literally at the foot of the hills, it gives them much greater prominence than would otherwise appear.

According to Roger Williams the name Massachusetts came from the Indian name for the Blue Hills.

Within the limits of Milton, Rev. John Eliot preached to the Indians and was responsible for holding back many of them from joining King Philip in his war. The passage of the "Suffolk Resolves" took place in the house of Captain Daniel Vose. They were drawn by Joseph Warren and regarded as the earliest organized demonstration for independence of the colonies.

Milton gave to Harvard College one of its early presidents, Benjamin Wadsworth.

The First Paper Mill Built in New England—An act to encourage the manufacture of paper in New England was passed by the General Court of Massachusetts on the 13th of September, 1728, and a patent was granted to Daniel Henchman, Gillam Philips, Benjamin Faneuil, Thomas Hancock, and Henry Dering, for the sole manufacture of paper for ten years, on the following conditions: In the first fifteen months to make one hundred and forty reams of brown paper, and sixty reams of printing paper. The second year to make fifty reams of writing paper, in addition to the first-mentioned quantity. The third year and afterwards yearly, to make twenty-five reams of a superior quality of writing paper, in addition to the former mentioned, the total annual produce of the various qualities not to be less than five hundred reams a year.

"The afore-mentioned proprietors erected a small paper-mill in Milton, on a site adjoining Neponset River, near the lower bridge. What number of years the original proprietors carried it on, is not now known; their master-workman's name was Henry Woodman, an Englishman; he married in Milton, and left children, two daughters, Abigail and Rebekah. The paper-mill, having been stopped for some time, was eventually sold to Jeremiah Smith, who, for want of workmen, was prevented making any use of it.

"In 1700, the business was again revived by James Boies, of Boston, who procured a paper-maker from a British regiment, then stationed in Boston, by the name of Hazelton, who obtained a furlough long enough to set the mill to work, there being an American paper-maker, Abijah



GIRLS SCHOOL, MILTON ACADEMY, MILTON



WIGGLESWORTH HALL, MILTON ACADEMY, MILTON

Smith, then living in Milton, a decent workman, who assisted him, and who continued at the business until an advanced age.

"On the regiment to which Hazelton belonged being ordered to Quebec, the commander-in-chief would not permit him to remain behind, and he went with the army to Canada, and received a wound on the plains of Abraham, when Wolfe fell, and died a few weeks after.

"After a short time, Richard Clarke, an Englishman, arrived from New York, and again set the mill at work. He was an excellent workman, and made his own moulds. After a few years he was joined by his son, a young man of 19 or 20 years, who was also considered a first-rate workman. Such is the origin of the first paper-mill built in New England, and probably the first erected this side of Philadelphia, if not the first in America; and such was the commencement of that now invaluable and extensive branch of New England productive industry, on which so many thousands depend for support."

Shipbuilding has been an important industry, also chocolate manufacturing, dating back more than a century. There were manufactories of cotton goods many years ago which were flourishing industries and furnished employment for a large number of the inhabitants.

Home Of A Royal Governor—Milton was the summer residence of Governor Hutchinson, the author of the "History of Massachusetts Bay," and the last royal governor but one. He was supposed by many to have forwarded the Stamp Act by letters written on the occasion. After the arrival of the stamps, a mob assaulted his house in Boston, in 1765, and having forced him to retire, out of regard to his personal safety, either destroyed or carried off his plate, his family pictures, most of the furniture, the wearing apparel, about nine hundred pounds sterling in money, and the manuscripts and books which he had been thirty years collecting.

In 1772, a number of his letters were found written to the British cabinet, stimulating them to enforce their plans against the liberties of the Americans. The General Court, upon knowledge of this, voted to impeach him, and requested his majesty would remove him from office. Hutchinson, when informed of this, dissolved the assembly. He became at length so obnoxious to the province, that he was superseded by Governor Gage in 1774. He died in England, in 1780, aged sixty-nine years.

NEEDHAM

At the annual town meeting of Needham, March 16, 1925, it was "Resolved, That the Finance Committee should submit to the next annual town meeting a schedule of expenditures for the year which would be

met by a tax rate of not more than thirty dollars (\$30) per thousand, with the committee's recommendations as to this schedule."

This was something new in town meeting history but represented a conviction on the part of the average citizen that his town should be run on the budget plan, much as he is forced to run his own household. There are towns in Norfolk County which attempt to pay as they go and have a definite idea at the beginning of the year where they are going, but there is a question if even the most enthusiastic proponents of the plan would care to live in a town which adhered strictly to a plan agreed upon in advance. Towns are subject to too many variations in weather conditions and effects, to mention just one feature, to make living by a blue-print satisfactory.

There was a certain city in Massachusetts not many years ago, which decided in advance what payments the treasurer should make for various departments, and he had no authority to pay bills beyond the specified appropriations; neither had the city council authority to authorize the expenditure of additional funds, owing to legislative limitation. The time came when the police department would cease to function, education would be suspended, public health would no longer be safeguarded and ringing a fire alarm would meet with no response, if the instructions were carried out to the letter, with the literal consequences. The city treasurer borrowed and expended money illegally and saved the situation, taking the precaution to have the majority of the members of the city council sign notes with him, although this was not the ordinary procedure. When brought before the higher authorities for his act and asked why he had the notes signed by city councilmen he frankly replied that, in case he went to jail, he would be lonesome without some of his friends near him.

It was not surprising in the case of Needham that the report of the finance committee, on its consideration of the resolution referred to, was that "the best interests of the town will not be served by following it too closely." One reason was the need of determining upon a sound policy for financing a new sewerage system.

Progress costs money and means considerable tax rates, but means a more abundant life and the joy of living.

The town of Needham raises some over half a million dollars each year by taxation to provide for the 8,977 inhabitants who make their home in the town. In 1926 it had 2,682 young men above the age of twenty years. The total valuation was \$17,476,805.

Radical changes in land values in the business district, together with the increase in new buildings and also the increased values of older buildings, resulted in a gain of \$1,784,962 in valuation over the previous year, which gives some indication that Needham is a live town. The

Planning Board is recommending locating and developing additional thoroughfares, so as to lessen congestion at Needham Square, by carrying through traffic around the centre. The school committee is asking for additional accommodations to meet the needs of an increasing number of pupils. There were in 1926 a total of 414 scholars in the high school. The total number of pupils in all the schools was 2,174. While the population of Needham increased seventy-nine per cent from 1910 to 1925, the school population increased one hundred and twenty per cent. Like most Massachusetts towns more children are attending school and remain in school a longer period than ever before, which denotes appreciation and prosperity.

A notable anniversary in Needham was observed October 30, 1927, when Christ Episcopal Church completed a third of a century of service and dedicated a new chancel and organ. At the same time Bishop Slattery administered the rite of confirmation on over fifty persons, presented by the rector, Rev. Richard G. Preston.

Thirty-three years before, the first Episcopal service was held in Needham in the Town Hall, under the leadership of Rev. Frederick Pember, who was rector for the first eight years. Later the banquet hall of the Masonic Building was used. The church was incorporated August 18, 1895. The present edifice is located on the main avenue between Needham Centre and Needham Heights, directly across from the public library and the town athletic field.

Needham is another of the group of towns which was once a part of Dedham. It was incorporated in 1711. Before being a part of Dedham it was owned by an Indian named William Nehoiden, and the early settlers of Dedham purchased it from him for ten pounds in money, fifty acres of land elsewhere and forty shillings worth of Indian corn.

Needham is an inland town with a considerable waterfront, being surrounded to the extent of about two-thirds of its limits by the Charles River.

Among the industries of the town many years ago, was the manufacture of blind hinges. Galen Orr, a descendant of Honorable Hugh Orr, who was instrumental in introducing cotton machinery into this country, commenced the manufacture of blind hinges and fastenings in Needham, in 1839. Later he made cotton batting and still later tacks and finishing nails. Among other industries of the town should be mentioned paper manufacturing, cotton goods, hats, boots and shoes. Dental and surgical instruments, hosiery, knit garments and dog food.

The town has always shown remarkable interest in educational matters. In 1796 a social library was established in the town. The present public library building was erected in 1916 and additional room is

required to properly house the volumes and care for the constantly increasing demand from the rapidly growing town. The total circulation of the main library and deposit stations in 1926 was 52,106 books.

NORFOLK

The North Parish of Wrentham was incorporated under the name of Norfolk, and thus became a separate town in 1870, on February 23. Portions of Franklin, Medway and Walpole, were also included in the new town. The Colonial experience and military history through the various wars, including the Civil War, was when the village was identified with the older towns from which it was set apart. The population of the town in 1925, was 1,213 and the number of voters in 1926 was 475. When the town was incorporated the number of voters was 130.

Agriculture has continued to be the principal industry of the town. Shoddy mills, paper mills, felting mills, and grist-mills have been included in the industries. Paper and cardboard boxes are manufactured to a considerable extent.

The Commonwealth of Massachusetts is erecting in the town of Norfolk a new State Prison to replace the old institution at Charlestown. There has been a great deal said about such a move and very little done about it in many years. When Honorable William L. Douglas of Brockton was chief executive of the Commonwealth, he advocated erecting a State prison on one of the Elizabeth Islands and there have been other plans.

In the summer of 1927, a huge masonry wall was begun to enclose a forty-acre plot of ground in Norfolk and much of the work was done with convicts as laborers. The wall is eighteen feet high and for several years it is expected that it will enclose a prison colony, as abandoning the century and a quarter old prison at Charlestown will take considerable time. Gradually the colony will build itself a new State Prison.

The Correction Department has had transferred to it, four hundred acres, within half a mile of a railroad, two miles from the nearest village centre, well supplied with plenty of spring water, the land being well-drained, gravelly loam for the most part. Some can immediately be adapted for tillage.

The wall under construction is sunk seven feet beneath the surface and rises eighteen feet above. It tapers from six feet wide at the base to eighteen inches at the top and is smooth on the inside. Heavy steel rods are embedded in the solid concrete every few inches to reënforce the construction.

The prisoners who have worked on the structure have greatly im-



FIRST CONGREGATIONAL CHURCH, NORWOOD



GRACE CHURCH (EPISCOPAL) NORWOOD

proved in health and morale and many of them have become experts in concrete construction.

In the same vicinity the State has constructed a new State Cancer Hospital which was formally opened June 21, with several hundred medical men, members of the General Court and State officials present. The institution contains ninety beds. It is a new community service taken up by the State and will guide the future policies of other States as well.

Governor Alvan T. Fuller in his address at the opening said, in part: "We meet here today to open and dedicate an institution to fight one of the greatest scourges that has ever affected mankind. It kills 5,000 of our fellow-citizens annually. The number is continually increasing. It is a red letter day for Massachusetts. It represents the 'farthest north' movement, if you please, in the fight against cancer by any State in the Union."

In connection with the "Pondville Hospital at Norfolk," as it is called, there are being operated twelve cancer clinics, located in Lowell, Lynn, Newton, Springfield, Worcester, Brockton, Fall River, Fitchburg, Greenfield, Lawrence, New Bedford and North Adams.

The superintendent of the hospital is Dr. Lyman A. Jones. Dr. Robert B. Greenough is chief of the consulting staff.

NORWOOD

The incorporation of the town of Norwood took place February 23, 1872, and was made up from what was originally the second precinct of Dedham, the Neponset River forming its eastern boundary. Since that time Norwood has grown to be the third largest town in Norfolk County. According to the census of 1925, the inhabitants numbered 14,151. The number of registered voters in 1926 was 4,799.

The first appropriation of money made by the town of Norwood was \$6,000 for the support of her schools. The amount expended for schools in 1926, was \$265,877.89. There were 3,259 pupils and the average cost per pupil was \$82.32. The cost per capita of population was \$18.39.

Norwood is a growing town. In 1910 the population of the town was 8,014. The estimated population in 1912 was 9,198. In 1925 the census showed the population to be 14,151. For 1926 it was estimated to be 14,456.

In 1921 the school appropriation to complete the west wing of the Washington Street High School was \$75,000. This is now used for the Junior High School. In 1922 a new eight-room addition to the Balch School was begun and the appropriation for it was \$80,000. There have been several appropriations for the Senior High School building, starting with \$100,000 in 1923. In 1924, to meet the general contract, \$300,-

000 was appropriated. On the basis of estimates for equipment, an additional \$50,000 was appropriated in 1925. To complete the plant, furnishings, grounds, athletic field enclosure and other things connected with the new building, additional money was required, so that the total was something over \$560,000.

There is a continued increase in demand for additional accommodations in the grade schools. The Junior High School also needs about 150 more seats and elementary school equipment must be forthcoming.

The new Senior High School building has been planned so that ultimately it can accommodate from 2,000 to 2,500 pupils, serving a population of from 25,000 to 30,000 people. The present classroom capacity will, it is estimated, be reached in 1930. The maintenance of schools in 1926 cost \$296,207. All other departments of the town were maintained at a cost of \$501,172. In other words the schools cost thirty-seven and two-tenths of the total expenses of the town.

A comparison of the outlay for construction and equipment for schools, compared with total for all other departments of the town, is also interesting. The total outlay of all other departments in 1926 was \$1,827,003. The total outlay for school construction was \$1,027,059, the percentage of outlay for schools being fifty-six and two-tenths per cent. In giving these figures, outlays for electric light, water and cemetery departments have been omitted because they are outlays which are paid out of departmental receipts. Norwood stands thirty-sixth in the State in order of cost per pupil.

Henry O. Peabody Fund—Henry O. Peabody, a former resident of Norwood, bequeathed to the town a fund in excess of half a million dollars, to be used for construction and endowment of a vocational school for girls. In the report of the school committee for 1926 appeared the following suggestion:

Having in mind the manifest interest in the development of the High School program as indicated by the device of studies made by pupils, it is obvious that it would be to the advantage of the school system to have increased facilities for vocational education. The question is before a committee of citizens who represent the interests of the town in getting before the trustees of this fund such facts as would cause them to look with favor on the use of this endowment to add to our educational equipment as a community. Whatever might be the contribution, it would to that extent relieve the town because the pupil for whose benefit the fund was employed would otherwise be entitled to public money until she had reached the age of twenty-one.

Furthermore, if a program of education can be worked out which will be adopted and approved by the State, provision is made under State law whereby the State will contribute fifty per cent of the cost of such instruction.

On this basis also, assuming that the fund mentioned might be availed of, a similar curriculum might be made for vocational training for boys that would be approved of by the State, thereby enabling the town to avail itself of the co-



MASONIC TEMPLE, NORWOOD



NORWOOD CIVIC ASSOCIATION, NORWOOD



operation of the State by way of contribution to the cost of the whole prevocational training program.

Thereby it would seem possible to add to our educational equipment, set a higher standard than the one which we now have, and at the same time reduce the cost of operation to the town. This subject has been commented on in general terms only as it is under consideration and is receiving the attention of experts.

Some Comparative Figures—The valuation of the town in 1926 was \$25,387,075. The number of men twenty years of age and older was 4,489, valuation of personal property \$4,620,055, valuation of land and buildings \$20,767,020. There were 2,286 dwellings and 6,096 acres of land. The acreage has been the same since 1914. There were 472 poll taxpayers when the town was incorporated in 1872. At the end of eight years the number had grown to 650. Each ten years since the number has been: 1890, 1,096; 1900, 1,670; 1910, 2,545; 1920, 4,143; and in 1926, 4,489.

The total valuation of the town has grown as follows: 1872, \$1,618,556; 1880, \$1,795,428; 1890, \$2,564,558; 1900, \$4,476,809; 1910, \$14,033,280; 1920, \$18,647,488; 1926, \$25,387,075.

There were 320 dwelling houses in the town in 1872, and in 1926 there were 2,286. Out of that number there were only about 160 assessed at above \$10,000. There is an average valuation of about \$6,200 per family. The valuation of factories and business properties is about thirty per cent of the entire valuation.

Public Library Educational Work—The Morrill Memorial Library was founded in 1873. At the end of 1926 the total number of volumes available free to the public for lending or reference was 29,500. There are four agencies and the use of the library is in close coöperation with the public schools. The circulation for the year 1926 was 82,382, an increase of 7,139 volumes over the previous year.

Since the opening of the new high school building there is a large room on the second floor, well ventilated and furnished with the most modern library conveniences and a shelf capacity of 5,000 volumes. There are at present 850 volumes which are used by the pupils in reference work, through the coöperation of the town librarian and assistants. Some of the books used for outside reading are loaned directly from the High School Library rather than directly from the town library. The library at the school will accommodate sixty pupils for class work, making a course in books and library possible.

There are 396 volumes located at the Balch School, 136 at the Winslow School, and seventy-four at the Shattuck School.

Site for a State Armory—By an act of the General Court the town was granted permission to sell to the Commonwealth for an armory site suitable land. The parcels of land required to provide the site accept-

able to the State Armory Commission were owned by the Norwood Housing Association, Incorporated, and A. Balboni. These parcels were purchased as authorized by the action taken at the special town meeting held in December, 1925.

The transfer of the title to the Commonwealth was made July 10, 1926, the purchase price being \$10,000.

Permanent Chief of Fire Department—Acting upon a recommendation from the selectmen that Norwood had reached a position in size and in valuation of property that made it desirable for the employment of a permanent chief of its fire department, on full time service, the town, at a special meeting March 24, 1926, voted that the fire department be placed under the control of an officer to be known as Chief of the Fire Department, through the acceptance of Sections 42, 43 and 44 of Chapter 48 of the General Laws.

The fire department, so controlled, was established and John J. Hannigan of East Milton, Massachusetts, was appointed April 21, 1926, as chief of the Norwood Fire Department, effective May 1, 1926. Mr. Hannigan has a record of twenty-two years of service in the fire department of the city of New York, having retired from that department with a rating of lieutenant, following ten years of service in that capacity. He has also had exceptional experience in fire department activities elsewhere.

Neponset Valley Improvement—This town was called upon in 1926, by warrant from the State treasurer, to pay to the Commonwealth \$1,930.36 as the first instalment of ten annual payments of a total sum of \$19,603.60. This was the amount determined as the sum apportioned and assessed against Norwood as its share of the cost of the improvement as authorized in the act of the General Court. The State Department of Health in 1921 submitted its report of an estimate of the agricultural benefits accruing to lands in Norwood by reason of the work of the improvement. Since that date the question of agricultural benefits to lands in Norwood has been given consideration by the board of assessors, and it became evident to the board that the areas in Norwood were not receiving the benefit which was originally contemplated. This has been a recent disappointment in the town and the assessors levied no assessment in 1927 on the owners of several parcels in the valley area, because no special benefit could be found to exist.

Some Recent Town Facts—After a little over half a century of life as a separate town, Norwood had, in 1926, a population of 14,500, valuation of \$25,387,080, 13.63 miles of paving, 22½ miles of oiled streets, 28.90 square yards of granolithic sidewalks, an annual expenditure of \$167,393 for highways, 2,490 water services, along 34.72 miles of mains;

316 hydrants and a plant investment in the water department of \$571,-823.

The sewer department data included 1,712 sewer connections along 23.32 miles of mains, the annual maintenance amounting to \$8,586 and the bonded debt \$186,000.

The electric lighting data showed an income of \$193,195, operating expense of \$143,681, bonded debt of \$17,000, plant investment of \$371,-473. There were 777 street lights, 4,109 meters in use, 95,806 lamps.

A reduction in power and lighting rates went into effect April 1, 1926. In the Town Square development, 11,775 feet of underground ducts were installed, also 4,078 feet of one and three wire cables, seven manholes, seven 1,000 candle power and five 1,500 candle power ornamental street lights.

Industries of the Town—Since the town was incorporated there have been several outstanding industries which have contributed much to the wealth and prosperity of the comparatively young municipality. These industries have included manufacturing printers' ink and other printing material, manufacturing raw hides into finished leather, some of it for book bindings, iron castings, oil cloths, paper, trunk boards, brake shoes, underwear, book cloth and foundry products.

PLAINVILLE

The youngest member of the Norfolk County family of towns is Plainville, which was incorporated April 4, 1905. Previous to that date it was a part of Wrentham. Less than a quarter of a century old, it is a town rapidly approaching two thousand population. According to the State census in 1925, the population was 1,512 and five years before the figures had been 1,365. There were 6,337 acres of land assessed in 1926 and three hundred and sixty-six dwelling houses. The total valuation of the taxable property of the town was \$1,380,399.

The town has shown commendable spirit since its incorporation, in meeting the many problems incidental to getting a new town on its feet and holding its position in the march with older towns in the vicinity. The town spends about \$30,000 annually for the support of schools. Highways and bridges call for an expenditure of about \$8,000. The town has a fire department, water department, police department and other departments of town government which function efficiently. The streets are well lighted by electricity. Early in 1926 a town forest was started by the setting out of two thousand three-year-old white pines on the town lot bordering Ten Mile River, and it is the intention to add to the forest each year as the citizens are alive to the necessity for reforestation.

The Plainville Public Library supplements the good work of the

schools in public education. It has a circulation of over 5,000 volumes.

The total number of pupils in the schools is about three hundred, and less than a third of them are in the high school, but the proportion taking advantage of high school training is commendable. The college preparatory course is adequate to fit students for college with the required number of units. The general course gives the students who pursue it a well balanced liberal education. The Plainville High School is rated as a Class A High School for Normal School certification by the State Board of Education.

Among the manufacturing output are jewelry and braided rugs.

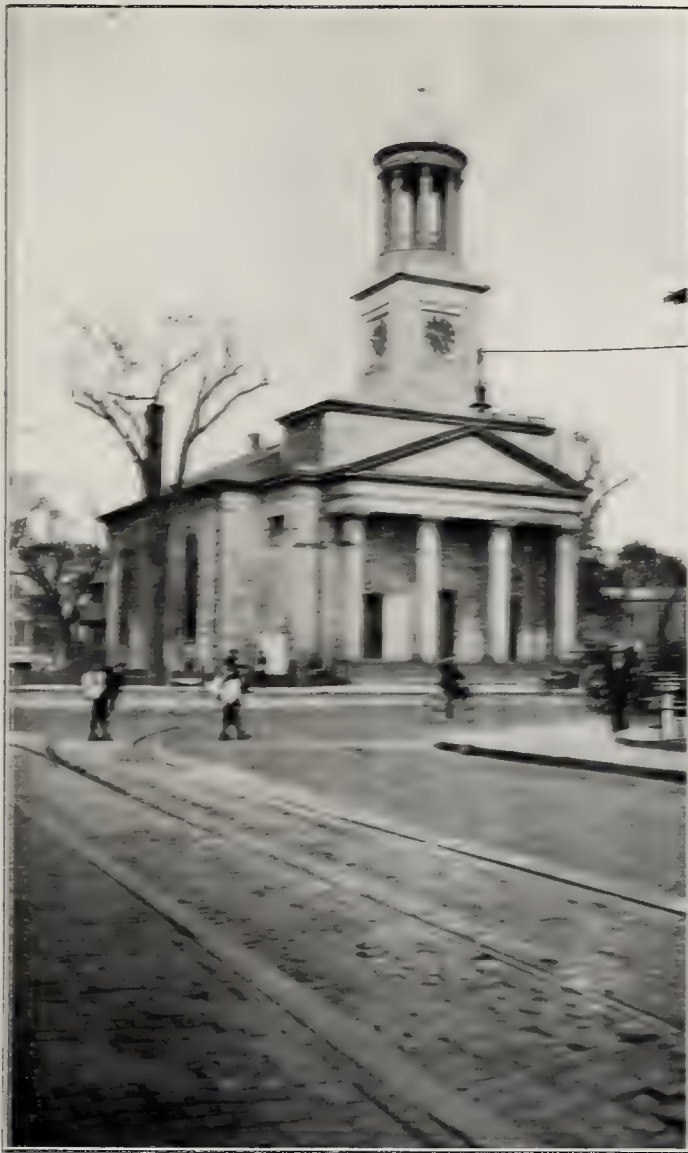
QUINCY

There is something enduring, substantial, dependable, rock-ribbed and unafraid which comes into one's consciousness when the name Quincy is announced. The home of presidents, historically rich and glorious; the home of the granite industry, the quarrying of which started in 1825 and seems likely to endure as long as the earth itself.

Quincy has twenty-six miles of waterfront and the time has come when having the Atlantic Ocean for a front yard is no mean consideration. It is a city which might be called a residential suburb of Boston, composed of a number of settlements or villages, each one having the just pride of its residents, built of neat, well cared for homes, many of them magnificent and all of them reflecting credit upon the immediate village in which they are situated and Quincy as a whole.

Well situated and handsome and satisfactory as it is as a residential suburb, that is merely one of many distinctions which the city has. It is an important industrial city. Manufacturing has rapidly increased in importance in Quincy since 1900. In addition to the quarries, iron and steel shipbuilding, rivets and studs, scales, telephones, gearing, foundry products of many kinds, engines, paint and varnish are manufactured in considerable quantities and shipped all over the world.

The city was settled in 1625, one of the first towns after the landing of the Pilgrims; was separated from Braintree in 1792, and was chartered in 1888. Granite quarrying was its first great industry and it is an industry as enduring as the granite itself, as there is no other granite like Quincy granite and the people of Quincy agree with the builders everywhere that this is the fact. Eight miles south of Boston, on Boston Harbor, bordered on the north by the Neponset River and on the south by Fore River, the city has wonderful water advantages for shipping, pleasure boating and water industries. The city has an area of approximately seventeen square miles and the background of the picturesque Blue Hills Reservation, three miles to the west. With the eternal hills behind it, the most solid rock in the world for a founda-



CHURCH OF THE PRESIDENT QUINCY
FIRST PARISH CHURCH



CITY HALL, QUINCY

tion, between two rivers and with the over-seas world before it, Quincy's physical and geographical situation is as satisfactory as its historical lineage. It is a town of yesterday, a city of today and tomorrow.

The city is governed by a mayor and a council of nine members.

One of the problems of the city is to provide for sewage disposal in a more satisfactory manner than has been the rule in the past, but it is not so much the sewage of the city itself that has become a nuisance as the pollution of Quincy Bay by sewage from elsewhere. Complaints are frequent relative to the pollution of the bathing beaches at Hough's Neck and the Adams Shore district. Incoming tides, especially when the wind is in certain directions finds the water covered with a film of black oil substance which forms in masses on the beaches, much like tar. The State Department of Public Health is working on a plan to eliminate the nuisance.

The total number of manufacturing establishments in operation in Quincy in 1925 was one hundred and thirty-eight, according to the report of the State Department of Labor and Industries. The total value of all products manufactured in these establishments was \$23,171,557. The value of stock used in manufacturing was \$9,429,048. The leading industry was steel shipbuilding. Other leading industries were marble, slate and stone work, manufacture of foundry and machine shop products, including structural and ornamental iron work; and iron and steel rivets.

The building record in Quincy has been unusually satisfactory in recent years and the building permits call for the better class of buildings for the various desired purposes. Some handsome church edifices have been erected the past few years.

Quincy covers 16,000 acres and has twenty-six miles of sea front. The opportunities for development both industrially and residentially are unsurpassed. The train service, proximity to Boston and conditions too numerous to mention present Quincy as possessing potential possibilities unlimited. The City Planning Board is composed of men of vision and the development of the city of the future is being carefully considered by that body. Wilson Marsh, chairman of that board, wrote a few years ago something of what the board had in mind when he said: "Impounding the waters of Hingham Harbor at Nut Island and at Hull will give us a commercial basin of deep water that will exceed anything at Liverpool or Hamburg in the Old World."

When Quincy voted to become a city in 1888, the voters accepted what was often called "the model Charter." Under it the mayor was given the unusual authority to appoint the heads of all departments without having them confirmed by the City Council. He has also the

same privilege as to their removal. It is the only city in the State in which the mayor is given so much authority.

The city of Quincy celebrated its tercentenary in June, 1925. The program was well carried out and every feature will linger in the memory of citizens of Quincy and appreciative visitors with pride. On that occasion the city was presented with one of the handsomest and most fitting memorials imaginable. A solid block of granite, hewn from the everlasting hills, was turned into a polished ball of beautiful dark blue stone and placed in position on the lawn to the westerly side of City Hall. It was a gift from the Granite Manufacturers' Association. The ball is six feet in diameter and weighs eleven tons.

Safeguarding Public Health—Much has been done in Quincy in the field of child welfare. A physician devotes part time to this work and a full-time nurse keeps the work in good order. Clinics are held for infants and pre-school age children. A nurse is available for visits to the home for pre-natal service when desired.

There is a tuberculosis clinic conducted at the dispensary once a week by the dispensary physician, followed up by visits from the tuberculosis nurse in the homes. There is a clinic for under-nourished and underweight children in connection with the tuberculosis clinic and this has an annual attendance approaching five hundred. Milk is distributed until weight increases are noted and examinations are made and treatment given for pre-tuberculosis conditions. Cases which require hospital attendance are accommodated in State and county sanatoria.

Under the city charter the commissioner of health is appointed by the mayor for a term of two years, the mayor being elected for the same length of term. The health department further includes a superintendent, clerk, sanitary inspector, milk inspector, foreman of ash and garbage collections, inspector of animals and slaughtering, dispensary physician, child welfare physician, venereal disease physician who is also a bacteriologist, and three public health nurses, among whom are divided the departments of communicable diseases, tuberculosis and child welfare.

The appropriation for the health department is usually about \$112,000, including some \$75,000 for garbage and ash collections.

The supervision of the health of the school children is in the hands of the Board of Education. Medical examinations of school children are made by a physician, who devotes part time to the work, three full-time nurses, a dentist and a dental hygienist. Dental clinics are conducted in two of the schools. Physicians examine the children annually, assisted by the nurses and teachers. Nurses visit the homes



Courtesy H. A. Frink

BIRTHPLACE OF JOHN ADAMS, QUINCY



Courtesy H. A. Frink

BIRTHPLACE OF JOHN QUINCY ADAMS, QUINCY

to assist in the correction of physical defects. Milk or cocoa are served in some of the schools at the morning recess. A course in hygiene is started in the first grade.

Much good work is done by the Visiting Nurse Association, supported by the Quincy Woman's Club. There are five nurses, including a supervisor.

The population of the city is estimated at approximately 60,000 and about 30 per cent is foreign born.

The valuation of the city as determined by the assessors April 1, on real estate was \$95,937,700; and on personal property \$13,115,925. The total valuation of the city as of that date was therefore \$109,053,625. There were 19,006 polls returned by the police and those registered for the year. The resident property owners numbered 11,395.

During the year the drawbridge at Fore River has to be opened about 1,500 times. The amount of lumber received by water in a year approximates seven million feet and about three hundred thousand lathes. Approximately 200,000 tons of coal are received by water.

City Departments and Education—The city has about one hundred and seventy miles of water pipe in use for the water system which furnishes the population with 1,650,000,000 gallons of water, about seventy-five gallons per capita per day.

The Thomas Crane Public Library is an unusually well-equipped and appreciated educational institution in the town, having a total valuation of library property of \$270,000. There are about 65,000 volumes and the number of volumes lent for home use in a year is nearly half a million. The city annually appropriated about \$40,000 and the income from endowment funds amount to some over \$4,000. The library has nine branches.

There are about 12,000 pupils enrolled in the public schools. The city spends for its public schools approximately \$800,000 annually. There are twenty-one school buildings in use and more room needed.

During the World War there was such an invasion of labor for the shipbuilding program that the United States Government erected a new school building at Quincy Point to provide required room for the children of employees at the shipyard. Many of the new comers were unable to speak English. Many were illiterate in their own speech. There was a total population in the city of Quincy, according to the United States census in 1920, of 47,876. There were 14,166 of foreign parentage and 5,948 of mixed native and foreign parentage. There were 1,146 illiterates from ten to sixteen years of age, 1,121 of them of foreign birth. From sixteen to twenty, there were 3,608 illiterates.

Americanization classes were conducted and splendid results followed.

A million dollar Senior High School building was erected in 1924. It was supplied with every modern equipment and is an educational plant in which the city and county take great pride. The old high school building became available for the Junior High School. Another Junior High School building, costing \$500,000, has been erected at Atlantic, another at South Quincy costing about the same amount, and a large addition to the Daniel Webster School for Junior High School purposes.

The high school force consists of fifty-seven teachers and the Junior High School employs twenty-nine. In the elementary schools are 245. There are seven supervisors, six special teachers of music, sewing, manual training and physical training; three hundred and forty-five different regular day school teachers, four in continuation schools, six in home-making, thirteen in independent industrial schools, thirty-four in evening schools and twenty Americanization teachers.

In 1925, Quincy lost by the death of Thomas B. Pollard, an educator who had been thirty-eight years a principal in the Quincy schools; and Ellen B. Fegan, one who had been a teacher in the Willard School fifty years. Both were universally respected and beloved by all and their passing was a distinct loss to their civic interests as well as the schools.

Adams Mansion A National Shrine—The Old Adams Mansion on Adams Street in Quincy, known to people of the present generation as the Brooks Adams property, was presented to the city of Quincy as a national shrine and dedicated, July 19, 1927. Delegations were present from patriotic, historical and municipal organizations. The Adams Memorial Society conducted an informal tea in the afternoon.

In the Old Adams Mansion lived two presidents of the United States. One was John Adams, signer of the Declaration of Independence, first Minister to Great Britain, second President of the United States, succeeding George Washington. The other was his son, John Quincy Adams, sixth President, ambassador to Russia and England, "Old Man Eloquent."

It had been the home of Charles Francis Adams, Minister to Great Britain during the Civil War, and American arbitrator at the Geneva tribunal for settlement of the "Alabama" claim against England. The golden weddings of these three distinguished members of the Adams family were observed in the house. It had been in late years the home of Brooks Adams, a writer on sociological topics. "The Emancipation of Massachusetts," which was published in 1887, was a vigorous arraignment of the Puritan hierarchy for its intolerance and oppression. His writings were internationally known and some of them were translated into foreign languages. His "War An Ultimate Form of Economic Competition" was prophetic of the World War and threw light on the



IN THE SQUARE, QUINCY



WOLLASTON BEACH, QUINCY

dangers as well as the advantages of civilization, especially, that of America.

The house is filled with valuable relics, including the bed on which John Adams died. On the walls are paintings of members of the famous family.

The house was built in 1725 for Leonard Vassall, a West Indian planter. His estate was confiscated during the Revolution when he joined other Tories in making a swift exit from the town. John Adams bought the place in 1785 and built an addition to the original structure of brick.

Great panels of Santo Domingo mahogany, each in one piece, appear in the finish of the living room of the original house.

Thousand of persons who visit the Adams home know, or at least learn while there, that John Adams was the second President of the United States, the successor to the Father of His Country, and that the term of his presidency extended from 1797 to 1801. Few, however, realize what were the outstanding events during those four years.

George Washington died. Evant invented the high-pressure steam engine. The Navy Department, destined to have many of its vessels built in Quincy, the birthplace of Adams, was organized and a secretary appointed. Louisiana was ceded by the Spanish government to France by the secret treaty of St. Ildefonso. John Marshall was appointed chief justice of the United States Supreme Court.

It appears from an epitaph on a monument raised by elder President Adams, that Henry Adams was the progenitor of the Adams family in this country; in the epitaph it is said, "He took his flight from the Dragon persecution in Devonshire, England, and alighted, with eight sons, near Mount Wollaston. One of the sons returned to England, and, after taking time to explore the country, four removed to Medfield and the neighboring towns two to Chelmsford, one only, Joseph, remained here, and was an original proprietor in the township of Braintree."

Joseph Adams had a son Joseph Adams, who was the father of John Adams, who was the father of John Adams, the President. They were distinguished, as we learn from the epitaph referred to above, "for their piety, humility, simplicity, prudence, patience, temperance, frugality, industry, and perseverance."

New Highway Development—When the Old Colony boulevard opens a direct route from Boston to Merrymount and Hough's Neck, leaving Columbia Road near Elm Street, and going across the Calf pasture, with Dorchester Bay at the left, around Savin Hill Point, over an arch and draw to Commercial Point, it will mean much to the development of Quincy. The new bridge at Neponset will be used to cross the river.

Another new artery opens up Morton street from Blue Hill Avenue

to Neponset Bridge. It will be a new road from Boston, through the Fenway, to the South Shore, taking in Quincy.

Automobile traffic in Quincy is especially heavy and continuous, as thousands of people pass through to the Quincy beaches, to Plymouth and other places on the South Shore, and to Cape Cod. In the other direction, there are innumerable motor cars bound for the North Shore as well as for business in Boston. Parking areas also have been greatly in demand. The city was fortunate in 1927 to have the use for parking purposes of the meadowland between the railroad and Hancock street offered for the purpose as a gift from Joseph B. Grossman.

New England's First Aviation Tragedy—In the early days of aviation the flying field at Squantum witnessed flights by the comparatively few fliers of international reputation at the time. The first aviation tragedy in New England occurred in 1912 when Harriet Quimby and William A. P. Willard were killed in a meet which Willard had organized. It was the first meeting in America at which women fliers had been seen, and there was a large number of spectators to watch the California girl who had been taught at the Bleriot School in France. She owned a Bleriot monoplane with a hundred horsepower engine, which had a little cockpit back of the driver's seat. Into this cockpit she invited Willard for a ride to Boston Light, and he accepted the invitation. Miss Quimby was the first woman to pilot a plane from London to Paris. She was about twenty-three years of age, tall and attractive.

Amid the plaudits of thousands of admirers, she took to the air, with her passenger, and gave a beautiful exhibition of flying, which was followed admiringly by the people in the grandstand with their field glasses. Coming back Miss Quimby steered over Dorchester Bay to the west and was over the mouth of the Neponset River, when she suddenly turned to the east and made a nose dive for the getaway on the field.

Suddenly Willard was seen to dive out of the plane, followed by Miss Quimby. There were no belts to hold either. Willard weighed more than two hundred pounds and as soon as his weight was thrown out by the nose dive, the plane dipped straight for the ground and Miss Quimby fell out. Both bodies turned over and over as they neared the shallow water. Both were instantly killed. The girl's mother and Willard's son witnessed the tragedy.

Another flier at that meet was Glenn Martin who flew a biplane of his own design. He has since figured largely in the progress of aviation.

The United States Naval Air Station was later established at Squantum. The Victory Plant there was an important defense unit in the World War.



MASONIC BLOCK ON MAIN STREET, RANDOLPH



HOME OF MARY E. WILKINS FREEMAN, RANDOLPH

The Eventide Home of Quincy was chartered April 28, 1924, as a home for elderly people, suggested by Dr. Elmon R. Johnson, a Wollaston physician. About fifteen years earlier, William B. Rice had been actively engaged in the development of the Quincy Hospital and he specified in his will the possible use of a trust fund for a home for the aged. His sons, Harry L. Rice and Fred B. Rice, offered the sum of \$350,000 as an endowment fund if, within six months, at least \$50,000 could be secured for the erection of a suitable building, and the income from the endowment fund be used for the maintenance of the home and not for structural purposes.

Dr. Johnson directed the effort to raise the money and by June 3, 1925, the sum of \$65,000 had been paid in or pledged. The name of the corporation was then changed to the "William B. Rice Eventide Home."

Mrs. William B. Rice offered her home, No. 215 Adams Street, Quincy, as a temporary home until a permanent one could be erected. Alterations were made and the home was opened for occupancy in July, 1926, with all modern conveniences for its intended use.

RANDOLPH

Randolph had a population in 1925 of 5,644 and 2,662 registered voters. In 1927 the number of registered voters in time for the annual town meeting had increased to 2,865 and of that number 2,235 voted in the elections. For the first time in the history of the town the Republicans made a clean sweep, electing their entire slate. The town has usually been Democratic.

One of the new commercial buildings in the town is that of the Randolph Savings Bank, opened in June, 1927. The bank had then been in existence seventy-six years. The new building is of Colonial design, very attractive and well equipped with all modern appointments for banking. It is an imposing building within and without. Organized in 1851, deposits at the end of the first year were \$2,308. At the end of twenty-five years they were \$798,810.64. When fifty years old the bank showed in deposits \$1,306,193.31, and when the present building was thrown open, with seventy-six years of service to its credit, the bank deposits were \$2,425,000.

In an official announcement at that time the bank officials said:

Out of the past, the Randolph Savings Bank has inherited valued traditions of usefulness. Today, with its newer, finer equipment, it faces the future hopeful that it may be privileged to play even a greater part in the prosperity and success of this community, with whose business life it has so long been identified.

It was in the former structure that one of the boldest daylight bank robberies in this vicinity took place a few years ago. Just as the bank

was about to close, an automobile arrived in front, containing three men. Two went into the bank and, finding a customer doing business, pretended to be making out deposit slips, until the customer departed. Then the two strangers held up the people in the bank, sealed their mouths with adhesive plaster, bound them and made a get-away with considerable loot. It has been believed in police circles that Gerald Chapman, the notorious criminal later executed for killing a policeman, was one of the robbers.

The Randolph Fire Department has an annual appropriation of some over \$5,000. About the same amount is spent for health and sanitation, including the salary of a nurse and inspectors. The water department costs about \$8,000. The public schools cost about \$75,000 annually.

Mary E. Wilkens, who leaped suddenly into prominence as a writer of short stories concerning New England, was at one time a resident of Randolph.

Benjamin Wheeler, for twenty years president of the University of California, was a native of Randolph. He was born July 15, 1854. He died in London May 3, 1927. He wrote the "Greek Noun-Accent," "Analogy in Language," "Introduction of Higher Education in the United States," "Life of Alexander the Great," "Unterright and Democratic in America," and other educational works.

A large school for Catholic deaf and dumb children is one of the institutions in the town, housed in an imposing brick building which was erected about twenty years ago.

The town has some especially beautiful shade trees, over-arching its principal street, many of them in front of solid mansions erected many years ago, giving the town an especially notable appearance.

Shoes, rubber boots, dolls, portable garages, summer homes and poultry buildings and fireworks are manufactured in the town.

Since being set apart from Braintree in 1793 and having certain estates in Braintree reannexed in 1861, Holbrook was made a separate town, out of the east side of Randolph, February 29, 1872. Another town which took a part of Randolph was Avon. This territory was annexed April 16, 1889.

Randolph was originally a part of the ancient town of Braintree. It became the town of Randolph in 1793. At that time it was an agricultural community containing one hundred and thirty or more families and about seven hundred inhabitants. Communication with neighboring towns was usually over bridle paths. Roads for wheeled vehicles were few and in most seasons practically impassable. The road to Boston through the Blue Hills was practically impassable and the best route to the big town was through Braintree and Quincy to Milton Mills, thence through Dorchester and Roxbury.

The year that the town was incorporated the town expenses amounted to three hundred pounds, and of this amount fifty pounds were expended for the support of schools. In 1800 the town expenses were five hundred pounds and of that appropriation three hundred and five pounds were devoted to schools. These figures indicate the interest taken in educational matters by the founders of the town.

Shoemaking, or more strictly speaking bootmaking, was an early and leading industry in Randolph before most of the leading shoe towns of the present day were particularly engaged in that industry. Considerable about shoemaking in early days in Plymouth County is told in that part of this history relating to the older county and the important part played by Randolph is related in connection with that story. It might be recalled that Micah Faxon, usually mentioned as Brockton's first modern shoemaker, went from Randolph to that town, then called North Bridgewater. Faxon knew his leather before he knew North Bridgewater.

From information printed on a map of Randolph in 1840 we learn that in 1839 the whole number of families in town was 677. Of these 464 were shoemakers, sixty farmers, forty-eight merchants, forty-five laborers, twenty-three carpenters, six millers, five butchers, four stone-cutters, four tailors, three wheelwrights, three blacksmiths, two harnessmakers, two painters, two curriers, and one each landlord, cabinetmaker, brick maker, cooper, basket maker and sailor. Of the mechanics and laborers fifty-eight were emigrants, as the story was told on the map.

When Randolph became separated from its parent town of Braintree in 1793, it took the name of a distinguished son of Sir John Randolph. This man was Peyton Randolph, born in Virginia in 1723, appointed royal attorney-general for Virginia in 1748, was a member of the House of Burgesses and chairman of a committee to revise the laws of Virginia. In 1752 he was sent to England as a commissioner to seek redress for grievances. In 1764 he framed the remonstrance of the House of Burgesses to the king against the passage of the Stamp Act. He was speaker of the House of Burgesses for several years. He was chosen, March 10, 1773, chairman of the Committee of Vigilance. He was first president of the Continental Congress when that body held its meeting in Carpenter's Hall, Philadelphia, September 5, 1774.

The Randolph Fire Department was a considerable fighting force when the old hand engines "Fire King," "Fearless" and "Independence" were the dreadnaughts of the fire fiend. Nearly all the prominent men of earlier generations were members of the companies which ran with the old hand tubs.

SHARON

Sharon occupies the highest land between Boston and Providence and is considered one of the healthiest towns in Norfolk County. It has two stations on the New York, New Haven & Hartford Railroad on what was formerly the Boston & Providence Railroad line. It is one of the towns that became vested with town government and responsibilities on account of the enabling act passed August 23, 1775, when all districts in the Province of Massachusetts Bay were given that privilege. It had been a part of the old town of Stoughton and later of the precinct of that town called the Second Precinct or Stoughtonham, being at that time one with the territory set apart, just before the passage of the enabling act, as Foxborough.

There is a high rocky region on the west side of the town called Moose Hill and the woods on that hill constitute the Bird Sanctuary in Norfolk County, maintained by the Massachusetts Audubon Society.

From the top of Moose Hill in olden times was lighted the torch of Liberty which could be seen from Beacon Hill in Boston. On the same location, six hundred feet above the level of the neighboring sea, is a steel tower used as an observatory to guard the vicinity against forest fires. The Audubon Society maintains a house and a keeper on the Bird Sanctuary, and some interesting records and relics are kept there.

Rattlesnake Hill, named for obvious reason, is a high, rocky section in the southeast part of the town, still well wooded, but without rattlesnake occupation.

One mile south of the village is Lake Massapoag, a body of water of much beauty and an asset to the town, as about it are many summer residences. The town is visited by thousands of people in the summer who are largely attracted by the "Great Water" of the Indians' designation.

Like most other towns in the Massachusetts Bay Colony, Sharon was made a separate town because its inhabitants wearied of walking too far to attend religious services. This fact was clearly set forth in the petition of Benjamin Estey and others, which resulted in the second precinct of the old town of Stoughton being set off. Soon the meeting-house was finished, a goodly supply of ammunition was secreted in the repository built into the house for the purpose, and the new precinct was ready to become a going concern. There is a record that "William Price was paid the sum of one pound, ten shillings, for his providing plank and irons, and for making the stocks for the district, and carrying them to the meeting-house."

One of the early industries was the manufacture of cannon, from

iron ore taken from Massapoag Pond, a beautiful sheet of water which has played a useful part in the development as well as the defense of the town from earliest times. The name is the same as that used by the Indians and is said to have meant to them "Great Water." At present it is surrounded by summer homes and peaceful groves.

Edmund Quincy, Jr., owned a farm east of Massapoag Lake, after his marriage to Hannah Gannett of this town, caused him to move here from Quincy, where he was born. He discovered that the lake was rich in iron ore, imparted the information to Colonel Richard Gridley of Boston, and these men, with Joseph Jackson of Boston as the third partner, bought the right to take the ore from the lake, of the "Dorchester proprietors." They purchased the furnace of the Ebenezer Mann Company in the south part of the town and began the manufacture of heavy guns. It is claimed—and by others disputed—that the first cannon cast in America was made from 1773 to 1775 in the Mann Works. The company manufactured guns for the Colonial army during the Revolutionary War. Iron and steel goods were manufactured continuously in the town. One hundred and forty years after its incorporation the town contained 1,492 inhabitants and its output of steel and iron in 1880 was valued at \$61,700.

Stoughtonham became a town by virtue of the enabling act, authorizing all districts in the province of Massachusetts Bay to become towns. This was passed August 23, 1775. After Stoughtonham became a town the people requested the General Court to change its name to Washington, but it was never done. June 10, 1778, the south part of Stoughtonham was incorporated as the town of Foxborough. The remainder of the town was then changed by the General Court to Sharon, in February, 1783.

The first general store in Stoughtonham was opened by Benjamin Hewens, Esq., about 1750. The first post office was established at Cobb's Tavern July 1, 1819. The post office at Sharon Centre was established in 1828. The Cobb's Tavern post office had its name changed to East Sharon June 3, 1841.

Sharon was the home of Deborah Sampson Gannett, a lineal descendant of William Bradford of the "Mayflower," who served in the Revolutionary War, as "Robert Shurtleff." She was born in Plympton and enlisted from that town, but gave her residence as Uxbridge. She entered the service at Worcester. The mustering officer was Eliphalet Thorp of Dedham, who was completely fooled by the apparently quiet young man. The story of her service and discharge with honors, by direct command of General George Washington, is told elsewhere in this history.

Deborah Sampson became the wife of Benjamin Gannett, April 7,

1784. One son and two daughters were born to them. She died April 29, 1827, and her tombstone in the cemetery at Sharon relates briefly her heroism. Deborah Sampson Chapter, Daughters of the American Revolution, of Brockton, was named in her honor and her grave is decorated by a delegation from that organization each Memorial Day.

Education, Peace, Harmony—In June, 1826, the Sharon Friends School Fund was begun by the contributions of former residents of the town, for the education of the youth. The letter addressed to the inhabitants of the town of Sharon set forth that "This fund is now begun with a hope and expectation that it will be increased, so that every child in your town will have an opportunity to acquire a good practical education and that it may be the means of increasing Education, Peace, Harmony, and the good feelings of every inhabitant of your place. This is offered as a token of remembrance of the place of our nativity, with our best wishes for your peace, your prosperity, and your happiness as a town and individually."

This letter was signed by Otis Everett, Andrew Drake and Oliver Fisher as a committee. Other contributors were Aaron Everett, Mace Tisdale, Thomas Curtis, Daniel Johnson, H. G. Ware, S. K. Hewins, Whiting Hewins, Warren Fisher, James Hendley and John Curtis, all of Boston; Lewis Morse, Ezra Morse and Luther Morse, of Roxbury; Oliver Everett of Sharon; Edward Richards and Jabez Fisher of Cambridge.

The contributions from the above men aggregated \$1,810. By vote of the town surplus revenue was made a permanent fund for the use of school, with interest applied annually, and this increased the fund \$2,690.

Mrs. Anna Hewins of Roxbury, whose husband, Abel Hewins, was a native of Sharon, gave \$500 and this brought the fund to \$5,000.

Sanford Waters Billings, a graduate of Amherst College, erected a schoolhouse at his own expense and gave instruction in the classical and higher mathematical studies, devoting his time in the useful instruction of youth for seventeen years. He became principal of the Sharon High School when it was established.

The population of Sharon in 1925 was 3,119 and the number of registered voters 1,408. The high land of the town is considered as healthy a location as can be found in Massachusetts and many people seek the good air and quiet of the town for summer homes, especially those who are seeking better health. The Health Camp of the Southern Middlesex Health Association is in the town. More than one hundred youngsters are given a chance to live in the open air and gain weight. It is one of the camps under the banner of the Massachusetts Tuberculosis Association and is maintained by the proceeds from the sale of



FIRST PARISH UNIVERSALIST CHURCH,
ORGANIZED 1744, STOUGHTON



TOWN HALL AND FIRE DEPARTMENT, STOUGHTON

Red Cross stamps at Christmas. The camp combines health and recreation. The children live in bungalows, dine in a main building, and raise their own vegetables as well as enjoy all that the big outdoors offers in the summer.

The office of the Massachusetts Audubon Society at the bird sanctuary on Moose Hill, shows that thousands of visitors call there and take the trouble to register. Winthrop Packard of Canton, is secretary of the society. It is more than thirty years old, making it the oldest Audubon Society in the United States. The sanctuary has completed its first decade and presents an area unsurpassed for nature study. Shrubs and trees have been provided to furnish food for birds in winter, especially when the snow covers the ground. Grain and nut meats are also provided and the birds nest freely and unafraid and give tone to their appreciation in songs at all seasons.

One of the newer industries in Sharon is the manufacture of moving picture film.

STOUGHTON

One of the towns in this vicinity which has a town manager with whom it seems to be well pleased and under whose rule it has prospered is Stoughton. This is a town of rising eight thousand inhabitants (7,857 in 1925) which observed its two hundredth anniversary in September, 1926.

Since it was incorporated, December 22, 1726, its boundary lines have been changed many times to accommodate other towns which wished to become independent and for various other reasons. But regardless of its perimeter, the town has always given a good account of itself in times of peace and war, and is destined to pursue its peaceful but successful way of normal and healthy growth and importance.

There have been several handsome new buildings erected and financed in recent years, to take care of municipal needs. One of them was the Central Fire Station, which was accepted by the town June 10, 1927. The building is of brick with stone trimmings, built in modern Georgian style, and provides for all the needs of the firemen assigned to that station. The cost of the building, including a new fire alarm system, was about \$60,000. The annual expenses of the fire department are about \$14,000.

The town has a budget of about \$350,000. About \$6,000 is spent for health and sanitation, \$45,000 for highways, bridges, sidewalks, drainage and street lighting; \$12,000 for care of the poor; \$95,000 for schools; \$17,000 for the water department; and other departments in the usual proportion, in comparison with other towns of about the same number of inhabitants.

Some spacious school buildings have been built and equipped in recent years. The town has reason to take pride in its town buildings and in the general appearance of the municipal property.

The town has improved the appearance of the Maplewood Cemetery at North Stoughton the past year, by building a wire fence with iron posts around it and constructing an archway over the entrance, with evergreen trees on both sides of the gateway. This was made possible by a gift of \$6,000 from Fred Harris, a former resident, now a retired business man of Boston.

Stoughton is engaged in a variety of industrial lines. A close neighbor to Brockton, it carries on numerous businesses connected with the shoe industry, in addition to the making of shoes, such as lasts, findings, blacking, etc. Elastic webbing, woolen goods, screw machine products, cement blocks, shoddy, rubber goods, knit goods and many other things are among the articles manufactured.

The town has a notable record in the shoe industry. During the handicraft period of shoemaking, there were thirty-four small shops from which a part of the labor was pieced out to homes in the town. When steam power and machinery were introduced in the industry, Stoughton was one of the towns to have early shoe factories. The first bootmaking plant was established in 1815 at East Stoughton, by Littlefield Brothers. Brogans were manufactured there largely for the slave owners in the South and in Cuba.

Nathan Tucker and his brother were pioneers in the shoe industry in East Stoughton, and it is said that the Tuckers introduced patent leather to the trade. Among other manufacturers of note previous to the Civil War were James Hill, whose factory was on the site of the present Belcher Last Company; Atherton & Stetson, G. & S. Wales and Martin Wales, S. Pettee, Nathaniel Morton, Bradford Kinsley, Monk & Reynolds, L. & W. Belcher, Samuel Savels, J. & D. French, J. E. Drake and J. W. Goldthwaite. Some of these firms were practically put out of business by the Civil War cutting off the important Southern trade.

Daniel French, the dean of Stoughton shoe manufacturers, in 1851, formed a partnership with Joshua Reynolds and took over the business of Martin Wales. He later formed the D. & J. French Company, making medium grade calf, buff and grain boots and shoes in McKay sewed, standard wire and pegged. This product was especially adapted to the Southern States. This company, in 1884, made 150,000 pairs.

The Three K Shoe Company started business in 1911, in South Stoughton, and continued successfully several years.

Upham Brothers & Company made boots for many years and, when boots went out of vogue, made high shoes for men and women. In 1915



HIGH SCHOOL. STOUGHTON



THE SQUARE, STOUGHTON

the men's line was discontinued. In 1918 the firm was incorporated with A. A. Meade as president, C. S. Upham as treasurer, and E. P. Richmond as director.

In 1925 the Walker-Thrall Company succeeded the Selis Shoe Company which had been in existence since 1919.

Two Hundredth Anniversary Celebration—In August, 1926, Stoughton celebrated its two hundredth anniversary with pageant, parade, exhibitions and sports. The observances were continued a week, with historical features three nights. An amphitheatre, seating three thousand people, was arranged on the high school grounds. The pageant showed Chickataubut and his braves visiting the land beyond the Great Blue Hill; the Ponkapog plantation of about 1655, with the apostle to the Indians, John Eliot, converting "praying Indians"; attacks on the settlers in King Philip's War; birth of Stoughton as a town in 1726; action on the "Suffolk Resolves" at Doty's Tavern, and Richard Henry Lee presenting the resolutions before Congress June 7, 1776; for these were vital incidents in the early history of Stoughton.

The Stoughton Historical Society, April 19, 1899, erected a monument on West Street, marking the site of the first house built in Stoughton for Deacon Isaac Stearns, in 1716.

The first meeting-house in modern Stoughton was erected in 1743. It was called the "Church of Christ," and the site has been occupied by a meeting-house ever since.

Cobb's Tavern, still in existence, was built by Warren Cobb in 1797. On the same site had stood the Elijah Fisher Tavern in Revolutionary days. This tavern and the Doty Tavern at the foot of the Blue Hills, the Widow Noyes Tavern on the Bay Road at the head of Chemung Street, the Capen Tavern and others were on the routes of the old coach lines which furnished the only means of public conveyance.

The oldest house still standing in Stoughton was built by George Talbot, one of the first selectmen of Stoughton. The town of Dorchester, in 1724, voted to build the turnpike as far south as this house. It was in this house that the first town meeting was held by the voters of Stoughton after the town of Canton was separated from Stoughton in 1797.

Reference is made elsewhere to the Old Stoughton Musical Society, which has been in existence since 1790, the oldest musical society in the United States. It took part in the two hundredth anniversary celebration, leading the community singing and rendering some of the old-time hymns which are seldom heard from any other organization. A quartette of the old society consisted of Erastus Smith, ninety-two; George H. Goward, ninety-two; Henry L. Johnson, eighty-nine; and Major George W. Dutton, eighty-nine.

Someone, fond of searching for old-time items concerning the towns in this vicinity, came across an old copy of the "Old Colony Reporter" and North Bridgewater "Union" which recorded as a startling bit of news about Stoughton, under date of February 9, 1849: "Robbery—The Stoughton depot was robbed on Monday night last, of a box of cheese and a valuable gun. J. W. Hamilton suffers." It was not stated whether his suffering was occasioned by the gun or the cheese.

The Stoughton of today is a growing town in Norfolk County, with a Trust Company, societies, clubs, fraternal organizations, as well as churches, diversity of industries, wide-awake merchants and professional men. Its schools and public library furnish educational advantages which are appreciated, as denoted by the large percentage of scholars to population and large circulation of library books in the homes.

"Birthplace of American Liberty"—At the time of the celebration of the two hundredth anniversary of the town of Stoughton the historical committee claimed that Stoughton had the right to claim birthplace of American liberty. The facts presented to substantiate this claim were that on August 16, 1774, at the Doty Tavern in Old Stoughton was held the first formal meeting, or "county congress," where delegates reduced to writing the principles of American independence.

The second, or adjourned meeting, of the "county congress" was held at the house of Richard Woodward in Dedham, to "complete the business," September 6, 1774.

The third meeting was held at Vose Tavern, the home of Captain Daniel Vose, at Milton, where the famous "Suffolk Resolves" were unanimously adopted, September 9, 1774.

On September 17, 1774, in Philadelphia, the first Continental Congress, inspired by the "Suffolk Resolves," passed the Declaration of Rights.

May 20, 1775, the famous Mecklenburg Declaration was prepared in the Carolinas.

July 4, 1776, The Declaration of Independence!

Hugh Earl Percy (Lord Percy) who arrived in Boston July 5, 1774, with the Fifth Regiment of Foot, and later was especially prominent at Lexington, wrote in letters to friends in England about this time: "The people, by all accounts, are extremely violent and wrong-headed; so much so that I fear we shall be obliged to come to extremities. . . . Their method of eluding that part of the act which relates to the town meetings is strongly characteristic of the people. They say that since the town meetings are forbid by the act, they shall not hold them; but as they do not see any mention made of county meetings, they shall hold them for the future. They, therefore go a mile out of town, do just

the same business there they formerly did in Boston, call it a county meeting and so elude the act."

It will be seen that Lord Percy had a certain grasp of what was going on and his words may explain the somewhat strange appellation of the "Suffolk Resolves." They declared that the sovereign who breaks his compact with his subjects forfeits their allegiance. According to Rev. Edward G. Porter, in "Memorial History of Boston," "They arraigned the unconstitutional acts of Parliament, and rejected all officers appointed under their authority. They directed collectors of taxes to pay over no money to the royal treasurer. They advised the towns to choose their officers of militia from the friends of the people. They favored a Provincial Congress. They determined to act upon the defensive as long as reason and self-preservation would permit, 'but no longer.' They threatened to seize every Crown officer in the province as hostages if the governor should arrest anyone for political reasons. They also arranged a system of couriers to carry messages to town officers and corresponding committees. They earnestly advocated the well-known American principles of social order as the basis of all political action; exhorted all persons to abstain from riots and all attacks upon the property of any person whatsoever; and urged their countrymen to convince their 'enemies that in a contest so important, in a cause so solemn, their conduct should be such as to merit the approbation of the wise, and the admiration of the brave and free of every age and of every country.' For boldness and practical utility these resolves surpassed anything that had been promulgated in America. They were sent by Paul Revere as a memorial to the Congress at Philadelphia, where they were received with great applause, and recommended to the whole country."

At least three towns in Norfolk County, as counties now are, had a hand in fashioning these resolves, drawn up by Joseph Warren. They were nineteen in number and in defense of them General Warren fell at the battle of Bunker Hill.

Picture of the Town Today—In recent years the town of Stoughton has spent \$45,000 to acquire land to protect the water shed of its water supply, build a new standpipe and for other purposes of the department. The new standpipe was completed October 3, 1926. It has a height of sixty-five feet, a diameter of fifty feet and a capacity of 954,500 gallons. The elevation of the top is three hundred and ninety-five feet. The location of the standpipe is at the corner of Pleasant and Oakland streets. The total expenditures of the Water Department, not including special articles, is about \$25,000 annually.

The Police Department is conducted at an annual expense less than \$10,000.

The Fire Department has one Engine Company, a Ladder Company, Combination Company and two Hose companies, one at North Stoughton and the other at West Stoughton. The annual appropriation for the department is about \$12,000. The forest fire warden has towers at Sharon and Holbrook.

Arrangements have been made whereby Stoughton will be allowed to enter the Metropolitan Sewer System, which means the solution of one of Stoughton's greatest problems.

The total cost of welfare work in the town is about \$13,000, including maintenance of a town farm and a few inmates and indigent persons outside the Town Home who are assisted by the town.

More than 50,000 volumes are delivered from the Public Library each year. The circulation sometimes exceeds 5,000 a month, which speaks well for a town of less than 8,000 population.

The Highway Department operates at an expense of about \$20,000. Not long ago a modern tractor and plow were purchased to keep the streets clear in severe snowstorms and it has proved a wonderful piece of equipment. The property of the department, exclusive of real estate, is valued at some over \$13,000. Stoughton has about fifty-five miles of highway.

The net cost of the public schools is a little over \$90,000. The total enrollment is about 1,500. Like nearly every town the problem of additional accommodations is usually before the voters, but they have been liberal in their response and taken commendable pride in the efficiency of elementary and high schools. The State Public Health Department lists this town as having the best health teaching in Norfolk County, which is a distinct honor, when it is taken into consideration that the county includes Quincy, Wellesley and Brookline, known for the excellence of their schools and the generosity of their support.

The system of instruction is coördinated so that the course of study, through the grades, junior high and high school, constitute a twelve-year unit. The aim is to have pupils who enter industrial life at the end of the high school course well fitted for whatever they may undertake, and also to fit those fortunate enough to be able to consider a college course in addition, to enter the leading universities in good standing.

Honorable Halsey J. Boardman of Boston, delivered an address at Stoughton, July 4, 1876, in which he pointed out that when Stoughton was incorporated as a town "Samuel Adams, The pioneer of the Revolution, was four years old, and John Adams was not born until nine years later." Old Stoughton included the present towns of Canton, Sharon, Foxboro and about one quarter of Dedham.

The town's present manufacturing industries include shoes, rubber

goods of various kinds, lasts, blacking, rubber heels, knitted products and underwear.

WALPOLE

This town was incorporated in 1724, one of the several subdivisions of the old town of Dedham. Among the early industries were paper making, grinding grist, manufacturing cotton goods, cassimeres, satin, nails, boots and shoes, stocking yarn, cotton thread, silk covered bonnet wire, shirt bosoms, cotton duck, stoves, machinery, fire frames, lamp wicks, curled hair mattresses, cotton batting, bed ticking, carpeting and carpet lining, farming tools, hats, carriage springs and axles, tacks, snuff, shoddy, printing paper, wrapping paper, straw bonnets, twine, Java canvas, cotton waste, bookbinders' board, jewelers' cotton, absorption cotton, hoop skirts, carriages, wagons and sleighs, coaches and chaises, dyes and chemicals.

This list of industries shows that Walpole has not been exclusively given to agriculture, although some good farms exist in the town and it is the town in which is located the Norfolk County Agricultural School.

Walpole had a population in 1925 of 6,508 and has probably increased the number about one thousand persons since, the present number of voters being approximately 2,500.

Walpole was a part of Dedham until December 10, 1724. Forty-eight years later it began to pick on Stoughton and had four spells of annexing a part of that town to increase its own area. At various dates it took over parts of Foxborough, Sharon and Dedham, and in turn set apart from its territory Foxborough, Norfolk, Norwood and Dover, in whole or in part. The lines have remained fixed since March 12, 1904, when bounds between Walpole and Dover were established.

The Boston "News-Letter" of December 31, 1724, told of the proroguing of the Great and General Court, mentioning that before being prorogued it gave assent to "An Act for Dividing the Town of Dedham, and erecting a New Town there by the name of Walpole."

In early days the industries of the town included a sawmill, grist-mill, forge, smelter, shoe factory and others. Making cotton thread and silk-covered bonnet wire, paper and machinery came later. In recent years woven hose and other products, brake and clutch linings for motor cars, hospital supplies, sewing machines, farm implements, suit cases, trunks, carpets, chemicals and many other things have been manufactured.

The town was named for Sir Robert Walpole, the traditional friend of the American colonists in the English Parliament.

In an address by the late Charles Sumner Bird, at the Bi-centennial

anniversary of Walpole, October 4, 1924, he said: "The products of the factories of Walpole of today are varied and known throughout the world. Walpole fortunately is not solely a mill town, or a farming community, or a suburban town. It is, in fact, a combination of all, and that is the main reason that it exemplifies the best there is in American life, a typical New England community of this day."

WELLESLEY

Wellesley was incorporated April 6, 1881, an offshoot of the town of Needham and still earlier was a part of Dedham. The town is about four and one-half miles in length and two and one-quarter in width. The Charles River flows along its eastern boundary. The Boston & Albany Railroad runs through the town from east to west and there are five railroad stations in the town, accommodating a large number of Boston business men who make Wellesley their place of residence. It is considered a very healthful town and the low death rate bears out the claim. W. G. T. Morton, the discoverer of ether, made his home in the village now Wellesley.

As early as 1704 a sawmill was located by Benjamin Mills on a water privilege near where in recent years the Dudley Hosiery Mill was built. Other industries have been shoddy making, and the manufacture of hosiery, boots, shoes, paint and other articles. Drug products are produced to a considerable extent at present.

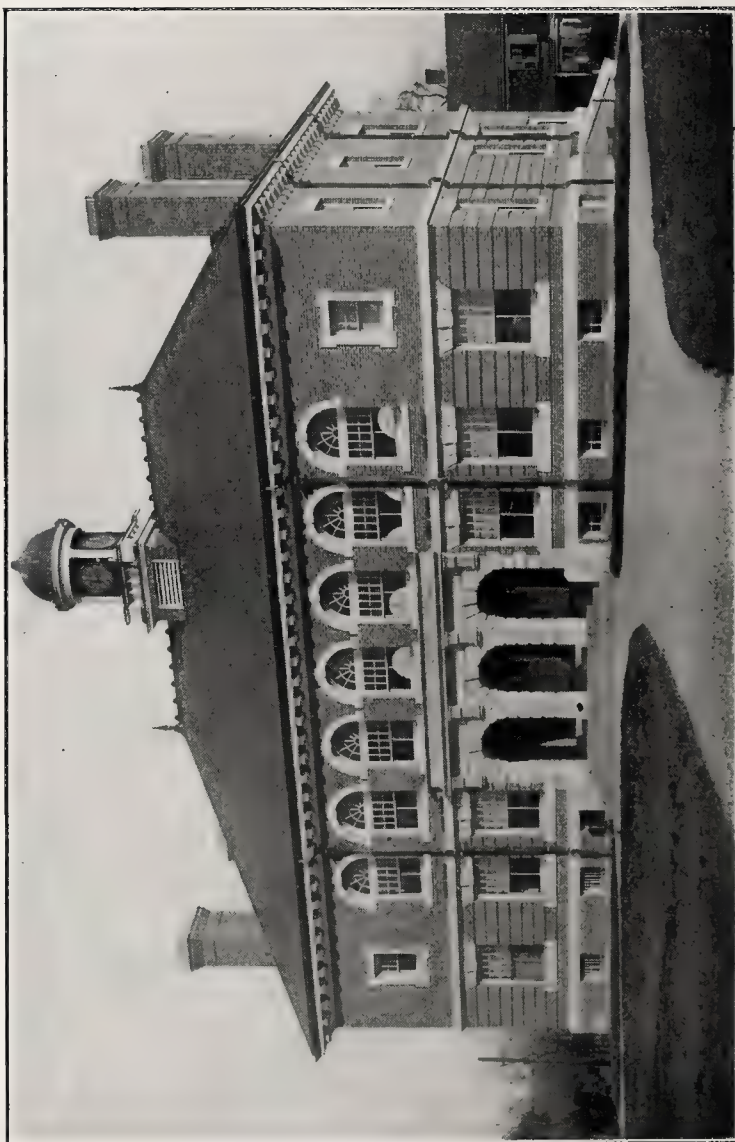
Wellesley is not so much known for its manufacturing as for its educational institutions. Wellesley College is, of course, the leading institution. There have been from time to time preparatory and private schools under good instruction.

The Babson Statistical Organization is located at Wellesley Hills.

Property belonging to the town of Wellesley totals about \$75,000 worth, including land and two hose houses for the Fire Department; about \$60,000 owned by the Highway Department; school property valued at nearly \$1,000,000; pumping station, machinery and land of the Water Department valued at \$65,000; station, land and machinery worth \$30,000 belonging to the Electric Lighting Department; The Liberty Trust Fund, Town Hall and Library and 588,050 feet of land are listed at \$317,600.

The Metropolitan District Commission Parks Department has in Wellesley as property of the Commonwealth of Massachusetts, four and a half acres in the Hemlock George Reservation valued at \$2,300, and a little more than sixty-six acres in the Charles River Reservation valued at \$30,000. The so-called public lands are worth about \$165,000.

Wellesley had in 1927, 2,158 dwelling houses on a total acreage of 7,504. There were 2,363 male residents above the age of twenty years.



TOWN HALL, WESTWOOD

The town makes liberal appropriations for protection of life and property, health and sanitation, highways, bridges, charities, public schools, evening schools, transportation of pupils, vocation and physical education, summer schools and playgrounds, libraries, parks and playgrounds, water and sewerage systems, general government and various other things which call for sacrifices and good judgment on the part of progressive citizens.

The population is a little over 10,000. According to the State census, it was 9,049 in 1925. The town has increased three hundred per cent since 1885.

The appropriation and receipts devoted to the public library amount to about \$15,000 annually. The circulation of library books is about 100,000, a little over half of the number from the main library and the other half from the branches, Cedar Street, the Fells and Wellesley Hills. There are about 30,000 volumes in the library.

The town spends about \$320,000 for its public schools each year. About 2,000 pupils are in the schools, including day, evening and vocational schools. The number of teachers and supervisors is about one hundred. The assessed valuation of the town is some over \$30,000,000. The park commissioners and members of the Planning Board have taken good care to safeguard the beauty and general well-being of the town in days to come and provide for more comfort and beauty at present. The town has received numerous generous gifts in recent years of land for parks and playgrounds.

WESTWOOD

The youngest child of Dedham, "mother of towns," is Westwood, which began its independence as an incorporated town April 2, 1897. It is one of the smaller towns of Norfolk County, not yet having two thousand inhabitants, but enjoying a healthy growth, looking the world and the county in the face, and inviting both to watch it make good. The valuation of the town is between four and five million dollars and the annual town appropriations are about \$125,000. The town has an acreage population of 6,767 and four hundred and fifty-three dwelling houses.

The public library has an annual circulation of about 12,000 books, which shows that the inhabitants of Westwood are a reading people. A trifle over a thousand dollars maintains the library, including the Islington branch. The number of books in the Westwood library, January 1, 1927, was 6,114; and in the Islington library, 1,076.

The annual expense of the public schools of the town is about \$40,000. There are nine regular teachers, three substitutes and three supervisors employed. There were in 1926 two hundred and fifty-eight

pupils in the grade schools. Those of high school age and qualifications are sent to the Dedham High School, or the Norwood High School, by arrangements made with those towns. There were also in that year six Westwood pupils attending the Norfolk Agricultural School.

One of the famous residents of Westwood is General Clarence R. Edwards who enjoys the quieter years of his life at "Dunrovin," his pleasant home in the Islington section of the town.

WEYMOUTH

Quincy is the only city in Norfolk County, Brookline might have a city government but refuses, and Weymouth comes next with more than 17,000 inhabitants. There are more than 2,000 children in the public schools. The school buildings reflect credit upon the town, with a million dollar high school building in process of erection. Modern conveniences and appliances, a superintendent and more than fifty teachers help teach the young idea how to shoot. There has been a high school since 1853. It was located in the Town House erected the year before. Joseph Dow was the first teacher. In 1865 two high schools were established, North and South, and these two remained in existence until a new building was erected in 1898.

Weymouth is well supplied with churches, four Catholic and fourteen Protestant. The town has always been noted for its ecclesiastical atmosphere and activity. Former President William Howard Taft was one of the speakers at the Ter-centenary celebration of the town, June 16, 1923, and at that time said: "There came in 1635 another minister with twenty-one families and settled here, and then the town acquired the name of Weymouth. They were allowed to 'sit down' by a resolution of the General Court, and they sat, but it did not bring peace because between 1635 and 1644 this town of Weymouth was a sort of battleground for ministers seeking to establish their particular congregations and their particular ministry here. Things were more peaceable in Plymouth and more peaceable in Boston, but here there was real freedom of discussion. There were four ministers who struggled to succeed; one of them wrote Cruden's 'Concordance,' although he did not get the credit for it—he had time to do that while he was waiting for a pulpit."

The town has a municipal water works with a hundred miles of main line pipe and modern equipment and supply equal to demand for all emergencies. It has a well-equipped and efficient fire department, lighting system, light and power taken from the Weymouth Electric Light and Power Company.

Transportation facilities include two lines of the New York, New



KING COVE, NORTH WEYMOUTH



INDEPENDENCE SQUARE, LOOKING NORTH, SOUTH WEYMOUTH

Haven & Hartford Railroad, lines of the Old Colony Street Railway Company and one hundred and twenty miles of good highways for motor and horse-drawn vehicles.

The largest fertilizer works in the country are those of the American Agricultural Chemical Company at North Weymouth. Shoe manufacturing has always been an important industry in the town and high grade footwear has been the product which has become internationally known for its excellence of workmanship. Other manufactured products include counters, heels and fireworks.

Weymouth is a beautiful town, situated on the seacoast, affording boating, bathing, diversified scenery, and with the best qualities obtainable from association with salt water. The town is twelve miles from Boston and easy of access for business men who wish to reside in a town filled with residential charms.

The Weymouth Historical Society, organized April 12, 1879, has a fine collection of historical matter, deeds, maps and plans. It has a museum filled with interesting things, available for public inspection.

Fraternal organizations have always appealed to Weymouth men and women and have stood well in the records with other societies and lodges of the orders to which they belong. Patriotism has been a characteristic of the town and patriotic organizations have enjoyed the loyalty and enthusiasm of members.

The town of Weymouth observed its three hundredth anniversary June 16, 1923, in a very successful and democratic manner. Exercises on Great Hill and at the Clapp Memorial were open to everyone. There was no reserved grandstand on the line of march. Among the speakers was William Howard Taft, at that time Chief Justice of the Supreme Court of the United States, a former President of the United States and, as he stated in his address, "a descendant of the Torrey family, the first of whom, Captain William Torrey, settled in Weymouth in 1640."

The oldest Puritan settlement in Massachusetts was at the place the Indians called Wessagussett. According to an old record: "In 1622, Thomas Weston, a merchant of good reputation in London, having procured for himself a patent for a tract of land in Massachusetts Bay, sent two ships, with fifty or sixty men, at his own charge, to settle a plantation. Many of the adventurers being sick on their arrival at Plymouth, most of the company remained there during the greater part of the summer, and were treated with hospitality and kindness by the inhabitants. Some of their number, in the meantime, finding a place in the Bay of Massachusetts, named Wessagussett, which they judged convenient for a settlement, the whole company removed to it and began a plantation."

It is also stated in an early record "that the few inhabitants of Wessagussett, receiving an accession to their number from Weymouth, England, the town is supposed to have hence been called Weymouth." In 1635, twenty-one families joined the settlement, one of their number being Rev. Joseph Hull who became their first pastor.

Two inlets making in from the bay, Fore River and Back River, give the town a waterfront of from eight to nine miles and a good landing place for vessels of light burthen. One hundred years ago about eight hundred tons of shipping was owned in the town. A large amount of business in lumber and coal has been done on the two rivers.

For many years farming was the principal industry of the town. Little by little manufacturing has become more important. From early times boot and shoemaking has been an important industry and the town has been noted for the quality of its workmen in leather. Mill River, rising in Great Pond and flowing to tide water, has numerous water privileges which have been used from early times to turn water wheels for such industries as grinding corn into meal, sawing lumber, making boxes, and various other things. For many years iron ore was taken from the ponds and used for manufacturing nails. Shipbuilding has been an important industry. The making of fireworks, fish glue and hammocks flourished many years and furnished employment for a large number of inhabitants.

WRENTHAM

When Wrentham was first set off from Dedham in 1661, it consisted of sixteen families. It was incorporated in 1673, but there was no church formed until 1692, when Rev. Samuel Mann was ordained as the first minister.

Samuel Shears was the first English inhabitant of Wrentham and his daughter, Mehitable Shears, was the first white person born in the town. Some of the first settlers came from the town of Wrentham in England and chose to live in a town of the same name, even if an ocean tossed between them.

At the time of King Philip's War there were two houses in which people were ill with smallpox. The Indians did not molest those houses or their occupants but burned all the other houses. After the war most of the settlers returned and began rebuilding the town. Rev. Samuel Mann was one who returned and remained pastor of the church until his death in 1719, terminating a pastorate of twenty-seven years.

The inhabitants of Wrentham have, early and late, generously provided educational opportunities for the rising generations. It is a century ago that Benjamin R. Cheever of Philadelphia, gave the sum of one hundred dollars to Wrentham, his native town, in aid of its



SOLDIERS' MONUMENT, WEYMOUTH HEIGHTS

school fund. The income from this fund has never been diverted from the purpose for which it was given, even in the straits of the Revolutionary War.

Day's Academy was incorporated in 1806. The story is told briefly on a tombstone in the Wrentham burying ground: "In memory of Mr. Benjamin Day, who died February 26, 1816, aged ninety years and eight months. He was distinguished for industry, economy, justice, benevolence and piety. He was the principal benefactor in Day's Academy, and gave a fund for the support of the communion table. His other deeds of charity were numerous; while he has gone to his rest his usefulness continues."

There have been cotton and woolen mills and those for the manufacture of boots and shoes and straw bonnets in this town, the straw industry being the most important. Present-day manufacturing include taps and dies. The population is 3,054.

Wrentham is a town of exceptional advantage and of unusual interest from a present and historical point of view. Its natural beauties include a chain of lovely lakes, on the borders of which are attractive summer homes. Lake Pearl and Lake Archer are included and are especially delightful and popular.

Among the distinguished persons who have made their homes in Wrentham in recent years has been Helen Keller, the phenomenal lady who overcame the handicaps of the loss of three out of five of the physical senses and outstripped in intellectual achievement and broad outlook on life most persons of her generation blessed with all five. Wrentham people knew well Helen Adams Keller and her devoted instructress, Anne Sullivan Macy, when they took rides and walks about the town, before Miss Keller—or shall we say the two?—became author, lecturer, philanthropist. It was Mark Twain who said that the two most interesting characters of the nineteenth century were Napoleon and Helen Keller.

When Colonel Charles Augustus Lindbergh arrived in Paris with the remark: "Well, we are here," he gave the personal pronoun "we" a new significance. Even the traditional editorial "we" was out-flown. Colonel Lindbergh's printed book of his most famed escapade bore the title "We." It was translated into Braille type for blind readers and Miss Keller read the story at her present home in Forest Hills, Long Island. It is believed "Lindy" and "The Spirit of St. Louis" constituted one outstanding "we" of the present day, and Miss Keller and Mrs. Macy another "we," of whom the world can well pay its respects as to a plural personalty. Where did coöperation between pupil and teacher ever achieve a more wonderful result?

CHAPTER LVII

THE RISING OF THE DOUGHBOY

Nearly All of Norfolk County's Twenty-eight Towns Contributed to the Sacred Dust "In Flanders Field, Where Poppies Grow"—Some Were Engaged in Foreign Service, Fighting Under an Alien Flag for a Common Cause—Traditions of the Coast Towns Observed in Those Who Served in the Navy—Only City in the County Furnished Ships as Well as Men in the War for Democracy—Honor Roll.

A veteran of the Civil War who took part in numerous battles and was badly wounded in one, used to insist that he fought but one battle bravely and that was the mental battle which he fought and won alone, in making his decision to volunteer for the war. In all the other battles in which he participated, he was under orders and did as he was told. The battle in which he was the general as well as the soldier, the man behind the gun, in which a free moral agent determined to become one with the cause of his country, was fought at home just previous to enlistment.

Something of the same conviction comes to one who sets upon the task of listing an Honor Roll of the boys who took part in the World War. The unreturned who gave their lives are entitled to all the honors which can be given their memory. Those who fought equally well and, through kinder fortunes of war, came back when it was "Over, Over There," were equally heroic and equally entitled to honor.

It is impossible, however, to give a list in a work of this kind of all whose hearts beat consecratedly to the music of the war drum. There is presented, as a substitute, a list of those who were killed in action* or died in the service.

As has been stated in connection with the Honor Rolls of the other counties, this list has been made up as accurately as facilities and careful search of records have permitted. The list is included in the general copyright of the whole history and is not to be republished without written permission of the writer. Acknowledgement is made of most generous coöperation on the part of those engaged in making a list of such a nature for the Commonwealth of Massachusetts.

AVON

***Andrew Louis Goeres**, Private: killed in action, Oct. 16, 1918, (near Cote de Chatillon). Enl. April 25, 1918, 151 D. B.; trans. May 24, to Co. L, 301 Inf., 76

Div.; July 31, to Co. A, 163 Inf., 41 Div.; Aug. 6, to Co. K, 165 Inf., 42 Div. Overseas, July 6, 1918.

Andrew Louis Goeres was born October 8, 1895, at Avon, son of John Franklin and Mary Alice (McCabe) Goeres; brother of Minnie J., Dorothy A., Grace M., and Ruth T. Goeres, all of Avon. Shoe worker, employed in Brockton.

Edward Allen Hobart, Pharmacist's Mate, 2nd class, U. S. N.: died Nov. 28, 1918 (of influenza), at Naval Hospital, Norfolk, Va. Enl. April 4, 1917, Hospital Apprentice, April 6, to Naval Tng. Station, Great Lakes, Ill.; May 5, to U. S. S. "Solace;" Feb. 14, 1918, to Naval Hospital, Norfolk, Va., promoted Pharmacist's Mate 2 class.

Edward Allen Hobart was born May 22, 1896, at Brockton, son of J. Allen and Sarah (Genders) Hobart (both deceased).

***Charles Wesley Whiting**, Private: died Sept., 1918, at Barbonval, of wounds received in action. Enl. Feb. 25, 1918, 151 D. B.; trans. March 18, to Hq. Co. 308 Inf., 77 Div. Overseas, April 6, 1918. Post 200, A. L., of Avon, named in his memory. D. S. S. "For extraordinary heroism in action near Barbonval, Sept. 10, 1918. He had charge of maintaining a telephone line from Barbonval to Blanz. The line was under observation of the enemy, and appearance of a lineman was the immediate occasion for shelling by the enemy with field artillery and one pounders. He stuck to his work, repairing break after break, until he was mortally wounded by the enemy shell fire."

BELLINGHAM

Herbert B. Arnold, Private: died Nov. 3, 1919, at Field Hospital No. 4, Bere-sovka, Siberia. Enl. Oct. 7, 1903, R. A., Co. 3, 5 U. S. Inf.; trans. Sept. 30, 1906, to Co. C, 5 U. S. Inf., and honorably discharged Oct. 6, 1906. Re-enlisted Dec. 19, 1906, Co. I, 23 U. S. Inf., and honorably discharged Jan. 5, 1908. Re-enlisted Jan. 6, 1908, Co. I, 23 U. S. Inf., and discharged Jan. 5, 1911. Re-enlisted March 30, 1911, Co. A, 11th U. S. Inf., and honorably discharged March 31, 1914. Re-enlisted June 26, 1914, Co. B, 8th Inf.; trans. Aug. 10, 1918, to Co. B, 27 U. S. Inf. Overseas, Aug. 10, 1918.

Herbert B. Arnold was born January 29, 1876, in North Bellingham, son of Francis E. and Harriett M. (Bartlett) Arnold (both deceased). Married, January 26, 1899, Flora E. Ames (deceased). Children: Mrs. Carrie V. (Arnold) Ward of Providence, Rhode Island, and Frank E. Arnold of North Bellingham. Mill operative.

Edward Leon Spencer, Fireman, 2 class, U. S. N. R. F.: died Sept. 26, 1918, of pneumonia, at Quarantine Station, Gallops Island. Enl. Feb. 18, 1918, assigned to Naval Tng. Camp, Hingham; April 10, to Naval Hospital, Chelsea; May 23, to Naval Tng. Camp, Hingham.

Edward Leon Spencer was born May 11, 1893, at Bellingham, son of James A. (deceased) and Emma S. (Adams) Spencer of Bellingham; brother of Albert J. Spencer and Myrtle (wife of Percy) Van Note, both of Bellingham; Ella (wife of Joseph) Cook of Cumberland, Rhode Island, Lida (wife of George) Jepson of West Roxbury, and Lilla (wife of Walter) Noble of Sidney, Maine. Married Florence Sherman

(Mrs. Kingsbury of Holliston, 1925). Machinist. Post 218, A. L., of Bellingham, named in his memory.

BRAINTREE

***John Crosby Bridgham**, Private: killed in action, Oct. 5, 1918 (near Briuelles). Enl. April 25, 1918, 151 D. B.; trans. to Co. G, 301 Inf.; July 31, 1918, to Co. B, 163 Inf.; Aug. 10, 1918, to Co. K, 58 Inf., 4 Div. Overseas, July 6, 1918.

John Crosby Bridgham was born September 26, 1895, at South Braintree, son of Stafford S. and Emma (Oulton) (died in 1923) Bridgham; brother of Mrs. Evelyn (Bridgham) Gilliott. Educated at Thayer Academy, Braintree, Drug clerk.

John H. Donahue, Private: died Oct. 9, 1918, of pneumonia. Enl. Sept. 7, 1917, Co. A, 101 Sanitary Train, 26 Div. Overseas, Jan. 7, 1918.

John H. Donahue was born April 28, 1892, at Braintree, son of Peter and Margaret T. (Murrill) (deceased) Donahue of Braintree, Building mover.

BRAINTREE (East)

William Ernest Lennon, Seaman, U. S. N.: died April 17, 1918, result of explosion on board S. S. "Florence H." Enl. Oct. 1, 1917, Rec. Ship, Norfolk, Va.; trans. Nov. 8, to Naval Operating Base, Norfolk, Va.; Jan. 4, 1918, to U. S. S. "Michigan;" Jan. 29, to Rec. Ship at Philadelphia, Pa.; March 27, to U. S. S. "Florence H."

William Ernest Lennon was born Septemeber 18, 1900, at Belfast, Ireland, son of William Henry and Elizabeth (Havern) Lennon; brother of Samuel M., John H., Agnes, May, and Emma Lennon, all of East Braintree. Helper, Fore River Ship Yards, Quincy. Lennon—Murray Post, Number 923, V. F. W., of Braintree, named in part in his memory. Member of gun crew on the "Florence H." Resident in Massachusetts fourteen years.

Robert A. Murray, Jr., Private: died June 13, 1918, of pneumonia. Enl. July 9, reported for duty July 25, mustered August 8, 1917, Co. K, 5 Inf., Mass. N. G. (Co. K, 101 Inf., 26 Div.). Overseas, Sept. 1, 1917. Post 923, V. F. W., Braintree, named in part of his memory.

Robert A. Murray was born January 24, 1884, in Boston, son of Robert A. and Elizabeth F. (King) Murray; brother of Isabella J., Maria L., John A., Cecelia G. and Henry L. Murray (who was wounded while a member of Co. K, 13 Infantry, 8 Division), all of Braintree. Salesman.

BRAINTREE (South)

***William Wallace Dyer, Jr.**, Private: died Oct. 4, 1918, at Rockefeller Research Hospital, No. 1, Hoboken, N. J., of wounds received in action, July 18, 1918, at Chateau Thierry. Enl. Sept. 10, 1917, Co. E, 101 Engrs.; trans. to Co. 3, 103 Engrs., 26 Div. Overseas, Sept. 26, 1917—Sept. 2, 1918. "Cited for gallantry in

action on July 18, 1918, and was recommended for D. S. C." Died following amputation of leg.

William Wallace Dyer was born May 16, 1899, at South Braintree, son of William Wallace and Edna B. (Wood) Dyer, of South Braintree. Brakeman, N. Y. N. H. & H. R. R.

***Homer Atherton Hunt**, Private: killed in action, July 15, 1918 (Champagne Plateau west of Rheims). Enl. Oct. 4, 1917, Co. K, 302 Inf., 76 Div.; Feb. 13, 1918, to 3 Co., Camp Devens Repl. Draft; April 4, to Co. 3, 165 Inf., 42 Div. Overseas, March 12, 1918.

Homer Atherton Hunt was born December 10, 1894, at Weymouth, son of Francis Atherton (of Braintree) and Mary Merrill (Lane) (deceased) Hunt. Married Susan Elmira Hagar. Child: Homer Atherton Hunt (born 1918). Wool salesman. Harvard Class of 1916; prepared at Thayer Academy.

***Joseph Calix St. Lawrence**, Corporal: killed in action, July 15, 1918 (near Vaux). Enl. May 5, 1917, Co. F, 1 Corps Cadets, Mass. N. G. (Co. F, 101 Engrs., 26 Div.). Reported for duty July 25, mustered Aug. 4, 1917. Corporal June 30, 1917. Overseas, Sept. 26, 1917.

Joseph Calix St. Lawrence was born October 25, 1893, in Boston, son of George E. and Elizabeth (Govan) St. Lawrence (both born in Quebec); brother of Charles E., Bertha A., Leon W., May C., and Irene E. St. Lawrence, all of South Braintree. Building estimator.

***George Raymond Wright**, Corporal: killed in action Oct. 23, 1918 (near Belleu Bois). Enl. July 9, 1917, Co. K, 5 Inf., Mass. N. G.; trans. to Co. K, 101 Inf., 26 Div. Corporal Aug. 1, 1918. Overseas, Sept. 7, 1917.

George Raymond Wright was born May 5, 1895, at Fitchburg, son of George Hanford (born in Nova Scotia) and Ida May (Bouvier) (born in Canada) Wright; brother of Russell Hanford Wright; all of Braintree, and Lester Abraham Wright of Roslindale. Clerk.

BROOKLINE

***Paul Francis Andrews**, Private: killed in action Oct. 8, 1918 (near Bois de la Taille). Ent. Feb. 25, 1918, Co. G, 308 Inf., 77 Div. Overseas, April 8, 1918.

Paul Francis Andrews was born January 14, 1893, in Boston, son of Henry and Augusta Andrews; nephew of Dr. Henry Erlich of Boston.

***Arthur Kindred Atkins**, 2d Lieut.: died Aug. 31, 1918, at Evacuation Hospital, No. 5, Juvigny, France (of wounds received in action). Called into active service as 2d Lieutenant, June 9, 1917; assigned to Co. L, 165 Inf., 42 Div.; trans. to Co. C, 126 Inf., 32 Div. (Wounded March 20, 1918.) Overseas, Sept. 12, 1917.

Arthur Kindred Atkins was born October 6, 1895, at Melrose Highlands, son of Astley and Alice Kindred (Hyde) Atkins of Brookline, 1926; brother of Bowman Shepard and Alice Atkins, and of Josephine (wife of Charles Nelson) Gregg and Kate (wife of Philip H.) Threshier. M. I. T. 1913-1916. Attended Plattsburg Training Camp. Prior service: Enl. June 6, 1913, Company C, 5 Regiment, Massachusetts V. M. Honorable discharge November 10, 1914.

Carleton Griffith Baker, Corporal: died Feb. 19, 1919, of pneumonia (at St. Aignan, France). Enl. April 10, 1917, 6 Co., C. A. C., Mass. C. A.; Co. A, 101 Am. Tn. Corporal Oct. 2, 1918. Overseas, Oct. 3, 1917.

Carleton Griffith Baker was born September 18, 1893, at West Dennis, son of George A. and Winnifred S. Baker of West Dennis. Employee: banking house. Was at Officers' School at Sauvier, November, 1918; after Armistice was sent to replacement camp at St. Aignan.

***Thomas Bradford**, Sergeant: died Nov. 1, 1918, from wounds received in action. Enl. Aug. 1, 1914, assigned Sept. 4, 1917, to Co. H, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Thomas Bradford was born July, 1884, at Brookline; brother of John Bradford of Brookline.

Barron Brainerd, Chief Boatswain's Mate, U. S. N. R. F.: died May 15, 1919, at Brookline, on sick leave from Naval Hospital, Chelsea, to which he was admitted Feb. 14, 1919. Enl. Aug. 30, 1918, Naval Tng. Camp, Bumkin Id.; Dec. 2, 1918, to Tng. Station, Hingham; promoted chief boatswain's mate, Dec. 20, 1918, and entered Officers' Material School, Cambridge.

Barron Brainerd was born March 3, 1893, in Boston, son of John Bliss (M. D.) and Laura Nellie (Barron) (deceased 1918) Brainerd; brother of Captain John B. Brainerd, (9 U. S. Infantry). Williams College, class of 1915. Teacher of Wellesley Country Day School, 1916. Member of Harvard Graduate School of Arts and Sciences, at time of enlistment. Secretary Nuttall Ornithological Club of Cambridge.

John Joseph Campbell, Corporal: died Sept. 3, 1918, of pneumonia. Enl. May 25, 1918, 152 D. B.; trans. June 15, 1918, to Rct. Co. 27; July 9, 1918, to M. T. Co., 461 M. T. C. Promoted corporal July 20, 1918. Overseas, July 31, 1918.

John Joseph Campbell was born October 26, 1894, at Brookline, son of James and Catherine (McCarthy) Campbell; brother of Stephen, Elizabeth, Catherine and Patrick Campbell, all of Brookline. Chauffeur.

Elwin F. Chapman, Private: died June 4, 1918, of aeroplane accident. Enl. Dec. 11, 1917, E. R. C., Air Service, Fort Rosecrans, Calif.

Elwin F. Chapman was born July 3, 1891, at Evanston, Wyoming, son of George F. and Eliza M. (Capen) Chapman of Canton, 1920; brother of George H. Chapman, 1st. Lieutenant, U.S.A. 15th. Aero Construction Company. University of California, prepared at Borden-town Military Academy (class of 1914). Prominent in athletics. During Third Liberty Loan drive he was chosen speaker to represent his squadron in Texas.

Ralph Edwin Chapman, Private: died Oct. 1, 1918, of pneumonia. Enl. Aug. 9, 1918, Co. C, 337 Btn., Tank Corps.

Ralph Edwin Chapman was born May 2, 1890, at Evanston, Wyoming, son of Mrs. Gertrude Robinson Chapman of Brookline, 1919. Married Lucy Bullis of Santa Monica, California, 1919; son: Edwin Keese Chapman, age 4 years, 1919. Farmer. Lived in Massachusetts 5 years.

Victor Hayleigh Chase, Pharmacist (temp.): died May 9, 1920, at Naval Hos-

pital, Key West, Florida. App. from Massachusetts, Pharmacist (temp.), July 2, 1917. Duty on "Chattanooga" to July 11, 1917; temp. duty at Navy Yard, Norfolk, Va., to Aug. 9, 1917; to Charleston, S. C., for duty under instructor until June 28, 1918, when he was assigned to Sixth Naval Dist. for duty in office of Medical Aide to Commandant; served there until March 21, 1919.

Victor Hayleigh Chase was born January 20, 1880, at Kittery Point, Maine.

Dick Clausen, Private: died Nov. 9, 1918, of pneumonia. Enl. May 1, 1918, R. A. Cavalry, unassigned.

Dick Clausen was born June, 1897, in Kastorup, Denmark; nephew of Jacob Neilson of Brookline, 1918.

***Edward Ball Cole**, Major, U. S. M. C.: died June 18, 1918, at Coulommiers, of wounds received in action in Belleau Wood. Commissioned 2d Lieut., April 22, 1904; 1st Lieut., Feb. 2, 1907; Captain, June 15, 1914; Major (Temp.), Oct. 3, 1917. Assigned March 23, 1917, to Hqts., Washington; trans. July 9, 1917, to Quantico, Va.; Dec. 8 to Hq. Co., 6 M. G. Bn., 2 Div. Served in Philippine Ids., Haiti, San Domingo, and expedition into Vera Cruz. Overseas, Dec. 8, 1917. D. S. C. "In the Bois de Belleau, on June 10, 1918, displayed extraordinary heroism in organizing positions, rallying his men and disposing of his guns, continuing to expose himself fearlessly until he fell. He suffered the loss of his right hand and received wounds in upper arm and both thighs." Navy Cross: "In the Bois de Belleau, on June 10, 1918, his unusual heroism in leading his company under heavy fire enabled it to fight with exceptional effectiveness. He personally worked fearlessly until he was mortally wounded." Croix de Guerre with palm: "Mortally wounded leading his soldiers in a flank attack on German machine gun nests in Belleau Wood, June 10, 1918." Posthumously, he was made a Chevalier of the Legion of Honor of France, Nov. 11, 1918. Cited in G. O., No. 40, Hq. 2d Div.

Edward Ball Cole was born September 23, 1879, in Boston, son of Charles H. (deceased 1906) and Mary Lyon (Ball) (deceased 1918) Cole of Hingham, and of Brigadier General Charles H. Cole of Boston. Married Mary Elizabeth Welsh of Brookline. Children: Charles H. and Edward B. Cole. Harvard, 1902; prepared at Hopkinson School. United States Naval Torpedo Destroyer No. 155, and Post 120, American Legion, Hingham, named in his honor.

Albert Lincoln Crocker, 1st Lieut. Ord. Corps: died Oct. 23, 1918, of pneumonia at Picatinny Arsenal. Enl. June 19, 1917, E. R. C.; reported for duty Sept. 1, 1917, Ord. Corps.; Dis. Nov. 17, 1917, to accept commission. Commissioned Nov. 20, 1917, 1st Lieut. Ord. Corps. Stationed at Picatinny Arsenal.

Albert Lincoln Crocker was born December 7, 1886, at Brookline, son of Ariel Boyden and Annie Lamb (Lincoln) Crocker. Harvard 1907. Broker. Prior Service: Battery A, M. V. M.

***James Francis Cromie**, Private: died May 9, 1918, of wounds received in action. Enl. March 27, 1917; mustered April 3, 1917, Co. H, 9 Inf., Mass. N. G. (Co. H, 101 Inf., 26 Div.). Overseas, Sept. 7, 1917.

James Francis Cromie was born 1889, at Manchester, New Hampshire, son of Mrs. Susan Cromie, of Brookline, 1919; brother of Mary V., and Thomas Cromie, both of Brookline, and of William Cromie of Providence, Rhode Island. "Forestry." Resident in Massachusetts 25 years.

Thaddeus Coffin Defriez, 1st Lieut.: died Oct. 8, 1918, of pneumonia at Base Hospital, Camp Pike. Appointed 1st Lieut., N. A., July 29, 1918; assigned to Military Morale Section, Military Intelligence Division.

Thaddeus Coffin Defriez was born October 15, 1885, at Woburn, son of Dr. William Peabody Defriez and Sarah Elizabeth (Barron) Defriez. Married (1909) Grace Lawrence Croll of Boston. Children: Pauline and Albert Ivins Defriez. Harvard 1909. Served in Troop B, Cavalry, Massachusetts National Guard.

***Henry Joseph Devaney**, Private: killed in action, Oct. 7, 1918 (Bois de Fays, Meuse-Argonne Offensive). Enl. Apr. 26, 1918, 151 D. B.; trans. May 23, 1918, to Co. K, 301 Inf., 76 Div.; July 31, 1918, to Co. D, 163 Inf., 41 Div.; Aug. 9, 1918, to Co. L, 59 Inf., 4 Div. Overseas, July 6, 1918.

Henry Joseph Devaney was born December, 1888, at Ballinasloe, Ireland, brother of Frances Elizabeth Devaney of Jamaica Plain, and of Michael Anthony Devaney of Dorchester. Clerk. Resident in Massachusetts 10 years.

***Dennis F. Donahue**, Private: died Aug. 17, 1918, at Base Hospital, No. 20, of wounds received in action (probably near the Ourcq, in the Aisne-Marne offensive). Enl. Oct. 4, 1917, assigned to Hq. Co., 301 Inf., 76 Div.; trans. Oct. 13, 1917, to Co. B, 504 Engrs.; May 24, 1918, to Co. C, 167 Inf., 42 Div. Overseas, Jan. 13, 1918.

Dennis F. Donahue was born December 1, 1894, at Ardnatrush, Glengariffe, County Cork, Ireland, son of John (deceased) and Mary (Connel) Donahue; brother of Mrs. Mary Daly, and Margaret, Cornelius, John, Hannah, Norah, Jeremiah, Thomas, and Patrick F. Donahue, all of above address (1924). Patrick served in U. S. N. Stationary Fireman. Resident in Massachusetts four years.

***John Francis Dugan**, Corporal: died Oct. 17, 1918, of wounds received in action, in the Meuse-Argonne offensive. Enl. March 16, 1913, R. A., Troop F, 2 Cav.; trans. June 20, 1917, to Btry. B, 18 Cav.; Aug. 20, 1917, to Hq. Btry., 76 F. A., 3 Div. Corporal Feb. 1, 1918. Overseas, Feb. 27, 1918.

John Francis Dugan was born January 16, 1896, at Brookline, son of William and Josephine (Buttimer) Dugan; brother of Richard, Ray, Edward, and Elizabeth Dugan, Mrs. Margaret McCarthy and Mrs. Agnes Claire, all of Brookline, and of Joseph Dugan (who served in Battery B, 77 F. A., 1919). Clerk.

***Charles Rogers Ellis**, Private: killed in action, July 29, 1918, near Bauvardes, during the assault on the plateau north and east of Serpy. Enl. April 5, 1917; mustered July 31, 1917, Btry. A, 1 F. A., M. N. G. (Btry. A, 101 F. A., 26 Div.). Overseas, Sept. 9, 1917.

Charles Rogers Ellis was born November 21, 1895, at Brookline, son of Rufus and Anna Gertrude (Foote) Ellis, of Brookline (1925); brother of Anna Beryl Ellis. Clerk: A. C. Lawrence Leather Co. Attended Milton Academy. Prior Service: Enlisted June 21, 1916, Tr. B, 1 Sq. Cav., M. N. C.; discharged March 19, 1917.

Newton Sperry Frothingham, 1 Lieut., Avia.: died Oct. 30, 1918, of disease at Mineola, Long Island, N. Y. Called into active service as 2 Lieut., Avia., Aug. 15,

1917, from O. R. C., Plattsburg. Sta.: Ft. Sill, Okla.; Ayer, Mass.; Belleville, Ill.

Newton Sperry Frothingham was born July 19, 1890, at Milton, son of Ephraim Langdon (deceased) and Caesara (Sperry) Frothingham, of Brookline. Married Gladys Arnold, of Mystic, Connecticut. Child, John Langdon Frothingham (born 1918) of Mystic, Connecticut. Salesman.

Kenneth Edward Henderson, Sergeant: killed Nov. 15, 1918 (accidental explosion of hand grenade). Enl. April 10, reported for duty July 25, mustered Aug. 4, 1917, 1 Engrs., Mass. N. G. (Co. D, 101 Engrs., 26 Div.) Corporal, July 17, 1917; sergeant, June 1, 1918. Overseas, Sept. 26, 1917.

Kenneth Edward Henderson was born April 19, 1891, in Boston (Ashmont), son of Edward and Jessie Taylor Henderson; brother of Alex Eben and Gertrude Taylor Henderson. Superintendent of Construction.

William Franklin Herrick, 1 Lieut., A. S.: died Sept. 16, 1918, in airplane accident (at Issoudum, near Montierchaume, France). Enl. July 10, 1917, E. R. C., M. I. T., Cambridge; trans. Oct. 6, to A. S., Sig. R. C., Fort Wood, N. Y.; Feb. 8, 1918, to 8 Aviation Inst. Center; dis. June 20, to accept commission; June 21, called into active service as 1 Lieut., A. S. from O. R. C.; to A. S. Repl. Constr. Bks. 3, St. Maxient; June 30, to 2 Aviation instr. Center; July 1, to Royal Air Force School; Aug. 10 to 3 Aviation Instr. Center. Overseas, Oct. 18, 1917.

William Franklin Herrick was born July 31, 1890, at Natick, son of William and Lucy (Fiske) Herrick, of Auburndale; brother of Olin F. and Marian L. Herrick, both of Auburndale, and of Mrs. Florence A. Bruce, of Woodbury, New Jersey. Salesman. Massachusetts Institute of Technology. 1907-1908.

Joseph Warren Homer, Jr., Ensign Prov., U. S. N. R. F.: died Nov. 9, 1918, of pneumonia, at U. S. Naval Hospital, London, England. Enr. June 26, 1917, assigned to Naval Air Detachment, Mass. Inst. of Technology; Oct. 13 to Rec. Ship at Phila.; Oct. 26, to Naval Air Station, Cranwell, England (R. A. F.); March 31, 1918, to Naval Headquarters, London, Eng. Promoted Ensign Prov., May 16, 1918, assigned to duty with R. A. F., Polegate, Eng. Engaged in observation and convoy work over English Channel, and in flying over North Sea. In October, 1918, entered upon the study of design and construction of airships.

Joseph Warren Homer, Jr., was born April 11, 1897, at Roxbury, son of Joseph Warren and Constance (Smith) Homer, of Brookline; brother of Constance (wife of Richard Whitney) Crocker, and of Margery Stephens (wife of Edwin Stone) Parker (died 1919). Massachusetts Institute of Technology, 1919; prepared at Stone School. Enrolled August 14, 1916, in the Civilian Naval Training Cruise on S. S. "Virginia," and cruised about six weeks.

***Leonard Jackson**, 2 Lieut., Inf.: killed in action, Aug. 25, 1918 (before Fismette). Enl. Jan. 5, 1918, R. A., O. T. S., Camp Upton; trans. March 26 to Co. K, 305 Inf., 77 Div.; Corporal, April 23, 1918; sergeant, May 25, 1918. Dis. to accept commission, July 12, 1918; appointed 2d Lt. July 13th; assigned to Co. M, 110 Inf., 28 Div. Overseas, July 13, 1918.

Leonard Jackson was born January 14, 1897, at Brookline, son of

George West and Grace Irving (Whiting) Jackson, both of Newton Center. Harvard College 1919. Prominent in athletics; member of Harvard R. O. T. C. (Plattsburg 1916.)

William H. Jarboe, Private: died Oct. 8, 1918, of disease, following influenza. Enl. March 29, 1918, Med. Dept.

William H. Jarboe was born September, 1893, at Moundville, Missouri, son of Mrs. Thomas Jarboe.

***Branton Holstein Kellogg**, Captain Inf.: killed in action, Oct. 12, 1918 (near Verdun). Commissioned at Plattsburg; called to active duty June 15, 1917, 2 Lieut., Inf., from O. R. C. 1 Lieut., Inf., Aug. 15, 1917; captain, Inf., Nov. 27, 1917. Assigned to 301 Inf., 76 Div.; trans. to 7 Inf., 3 Div. Overseas, Aug. 3, 1918.

Branton Holstein Kellogg was born May 11, 1889, at Brookline, son of Charles Wetmore Kellogg (who served in Civil War) and Jane (Henderson) Kellogg. Married Ruth Greenough. Lawyer. Williams College, class of 1912; Harvard Law School, 1915. Attended Plattsburg Training Camp, 1915-16. Appointed instructor at Second Plattsburg Camp.

***James A. King**, Private: killed in action, June 23, 1918 (near Vauxcastille). Enl. Aug. 5, 1917, R. A. Co., Co. M, 50 Inf., 20 Div.; trans. Sept. 5 to Sup. Co., 23 Inf., 2 Div.; May 18, 1918, to Co. M, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

James A. King was born August, 1879, at Belfast, Ireland, son of Mrs. Mary King of Chestnut Hill.

George Hazen Lawrence, Major, Ord. Dept.: died Aug. 9, 1919, of disease, at Paris, France. Called into active service as Captain, Ordnance Corps, Jan. 31, 1918. Major, Ord. Dept., May 8, 1919, 108 Am. Tn., Ord. Dept.; trans. to 3d Army Hq., Ord. Dept. Stations: Peoria, Ill.; Rock Id., Ill.; Camp Logan, Texas; Fort Riley, Kas.; Camp Merritt, N. J. Overseas, May 27, 1918.

George Hazen Lawrence was born January 4, 1885, at Taunton, son of John H. Lawrence of New Bedford, and Lucy R. (Hatch) (deceased) Lawrence; brother of Mrs. Anne L. (wife of C. F.) Bliss of Allston, and Mrs. Bertha A. (wife of E. H.) Chamberlin of New Bedford. Married Maud Leah Allen Wood, of Brookline. Children: Dorothy B. (age 13 years) and Hazen Marsh Lawrence (age 10 years.) 1919. Automobile salesman, Lawrence-Holmes Co.

***Max Morris Lustig**, Private: died March 10, 1919, of wounds received in action, Oct. 14, 1918 (near Verdun). Ent. Oct. 5, 1917, Hq. Co., 301 Inf., 76 Div.; trans. Feb. 5, 1918, to Co. C, 60 Inf., 5 Div. Overseas, April 6, 1918.

Max Morris Lustig was born October 9, 1890, in Boston, son of Simon and Therese (Basch) Lustig (both born in Germany); brother of Henry and Martin Lustig, all of Brookline. Salesman.

William Dennison Lyon, Ensign Prov., U. S. N. R. F.: died May 21, 1918, by accident, at New London, Conn., on board Scout Cruiser 320. Enr. May 1, 1917 (Boatswain's Mate 1 class); appointed Ensign Prov., Sept. 20; Oct. 4 to 2 Naval Dist., Newport, R. I.; Oct. 24 to duty on U. S. S. "Connecticut," Oct. 25 to Block Id., R. I., for duty on U. S. S. "Mansfield," Scout Patrol 691; Feb. 26, 1918, to New York for duty on Scout Cruiser 320; on board when commissioned.

William Dennison Lyon was born December 17, 1894, in Boston, son

of William Henry Lyon (D. D.) (deceased) and Louise (Dennison) Lyon; brother of Ruth Lyon and Mrs. Mary (wife of James Howe) Volkmann. Harvard, class of 1916; prepared at Volkmann School, Boston.

***Leslie R. MacPherson**, Private: killed in action, Sept. 16, 1918, Meuse-Argonne offensive. Enl. Oct. 31, 1917, 151 D. B.; trans. to 55 Aero Sq. Overseas, April 16, 1918.

Leslie R. MacPherson was born December 12, 1895, at Guysboro, Nova Scotia, son of James Rufus and Maria Eva (Norton) MacPherson of North Riverside, Guysboro County, Nova Scotia; brother of William J. MacPherson of Brookline, Mrs. Minnie J. MacDonald of Melrose, and George W. MacPherson of North Riverside, Nova Scotia. Machinist; resident in Massachusetts five years.

***Charles W. McCarthy**, Private: killed in action, July 20, 1918 (at Vaux). Enl. June 19, 1916, M. G. Co., 9 Inf., Mass. N. G. Served on Mexican Border. Reported for duty March 25, mustered April 1, 1917, assigned to M. G. Co., 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

Charles W. McCarthy was born April 20, 1898, at Brookline, son of Michael (deceased) and Mary (McNicholas) McCarthy (both born in Ireland); brother of Frances McCarthy of Brookline. Clerk.

Frank Bourbon McCoy, Colonel Inf.: died Sept. 27, 1917, of disease in Boston. Commissioned 2 Lieut., Inf., U. S. A., Nov. 26, 1880 (accepted Nov. 29), assigned to 24 Inf.; trans. Feb. 20, 1883, to 3 Inf. 1 Lieut. Feb. 1, 1887; Captain, April 26 1898, 2 Inf. Lieut. Col., 12 Minn. Inf., May 5, 1898, mustered out Nov. 5, 1898; trans. as captain, U. S. A., Nov. 15, 1899 to 3 Inf.; July 13, 1903, to 17 Inf. Major Aug. 8, 1903; Lieut. Col. March 3, 1911, 24 Inf.; Colonel, April 28, 1913, 30 Inf. to July 1, 1915. Retired Oct. 23, 1915. Recalled to active duty Sept. 11, 1916, assigned to Recruiting Service, Boston.

Frank Bourbon McCoy was born October 23, 1851, at Augusta, Georgia, son of Charles Monroe and Frances Ann (Tutt) McCoy (both deceased). Married Ella M. Fiersteaheim of New Orleans, Louisiana, (1926). Daughter: Leona M. (wife of Major Lynn S. Edwards of New Orleans). In drive for men for army brought Massachusetts to high place in number of enlistments.

***George Francis McGillen**, 2 Lieut., Inf.: killed in action, July 15, 1918 (at Paroy). Enl. March 13, reported for duty March 25, mustered April 1, 1917, as private, M. G. Co., 9 Inf., Mass. N. G. (M. G. Co., 101 Inf., 26 Div.); trans. Nov. 28 to Army Inf., Specialists' School. Dis. May 3, 1918, to accept commission. Commissioned 2 Lieut., Inf., May 3, 1918, assigned to Co. A, 9 M. G. Bn., 3 Div. Overseas, Sept. 7, 1917.

George Francis McGillen was born February 19, 1894, in Boston, son of Owen (born in Ireland), and Annie (Fitzpatrick) McGillen (both deceased); brother of Catherine, Gerald, Eugene, Mary and John McGillen, and of Mrs. Anna T. Quinlan, all of Brookline. Assistant Superintendent Electric Company. Harvard, class of 1917. Cited in G. O. 22, 1919: "At Paroy, France, July 15, 1918, Lt. McGillen was killed

while trying gallantly to get back to his platoon through the enemy barrage . . ." Brothers Gerald and Eugene served in U. S. N.

***Joseph Alphonsus McGrath**, Private: killed in action, Nov. 30, 1917 (near Cambrai). Enl. May 14, 1917, at New York, in E. R. C., assigned to Co. B, 11 Engrs. Overseas, July 14, 1917.

Joseph Alphonsus McGrath was born August 25, 1897, at Brookline, son of Timothy (born in Canada) and Ellen (Duffy) (born in Ireland) McGrath; brother of Lillia and Anna McGrath. Mrs. Helen LaFontaine, Mrs. Catherine Keyes, and Mrs. Mary Barrett, all of Brookline. Employee: Stone & Webster.

Kenneth Dickson McKenzie, Landsman for Quartermaster, U. S. N. R. F.: died Sept. 29, 1918, of influenza, at Naval Hospital, Great Lakes, Ill. Enl. July 18, 1918, assigned to Training Station, Great Lakes, Ill.

Kenneth Dickson McKenzie was born September 22, 1891, in Brookline, son of James Herman (deceased) (born in Canada) and Agnes Jane (Dickson) (born in Ireland) McKenzie, of Brookline. Married Ethel Gibson. (Mrs. Roberts of Portsmouth, New Hampshire, 1925). Children: Vincent Dennett and Kenneth Dickson McKenzie. Employee Gulf Refining Company.

James Bertram McLellan, Private: died Oct. 2, 1918, of pneumonia. Enl. July 6, 1918, 19 Co., Coast Defense of Narragansett Bay, Ft. Getty, R. I., trans. Aug. 30 to Co. B, 58 Am. Tn.

James Bertram McLellan was born April 8, 1896, at St. Louis, P.E.I., son of Mrs. Emily McLellan of Brookline; brother of Emily L. and Frank McLellan of Roxbury and of Fred McLellan. Conductor: Boston Elevated Railway Company. Resident in Massachusetts 9 years.

Eugene Dorr Morse, 2nd Lieut., Aviation: killed Nov. 6, 1918, at Clermont-Ferrand, in airplane accident. Enl. Oct. 23, 1917, E. R. C., assigned to Co. D, Sig. Corps, A. S. Dis. May 1, 1918, to accept commission. Commissioned 2 Lieut., A. S., May 2, 1918, assigned to Hq. Det., 7 A. I. C. Overseas, Aug. 24, 1918.

Eugene Dorr Morse was born December 7, 1895, at Brookline, son of Fitz Albert (deceased 1915) and Helen Dorr (Cotting) (deceased 1916) Morse; brother of Albert C. Morse of Brookline, and Philip C., Robert C., and Helen D. Morse. Harvard student, prepared at Country Day School.

Thomas Francis Moulton, Sergeant: died Oct. 5, 1918, of pneumonia, at sea. Enl. May 5, 1917, R. A., 1 Co., C. A. C., Ft. Revere; trans. Dec. 20 to 6 Co., C. A. C., Ft. Banks; March 6, 1918, to 19 Co., C. A. C., Ft. Banks; June 10 to Hq. Co., 73 C. A. C.; Aug. 3 to Btry. C, 73 C. A. C. Overseas, Sept. 25, 1918.

Thomas Francis Moulton was born August 6, 1871, at Lowell, son of Charles and Mary Moulton (both born in Ireland; both deceased); brother of Charles Moulton of Nashua, New Hampshire, and of Joseph Moulton of Bend, Oregon. Husband of Florence Moulton of Nashua, New Hampshire. Continuous service since 1907.

Norman I. Moulthrop, Private: died Oct. 11, 1918, of influenza and pneumonia, at General Hospital 1, New York City. Enl. Dec. 15, 1917, 4 Rct. Co., Gen.

Serv. Inf., Ft. Slocum; trans. Dec. 23 to 498 Aero Sq., S. C., Langley Field, Hampton, Va.; June 21, 1918, to Radio School, A. S., Columbia Univ., New York City.

Norman I. Moulthrop was born January 15, 1889, at Melrose, son of Irving E. and Zaidee Abbie (Hopkins) Moulthrop, of Allston; brother of Mabel E. (wife of Russell J.) Neagle of Watertown. Electrical Engineer, employed in Boston.

John Langdon Norris, 2 Lieut., Aviation: died Sept. 18, 1918, airplane accident, at Dorr Field, Fla. Ent. Nov. 1, 1917, School of Mil. Aeron., M. I. T., Cambridge; trans. Jan. 8, 1918, to U. S. School of Mil. Aeron., Princeton, N. J., Jan. 28 to Call Field, Sig. C., A. S. Dis. May 10 to accept commission; called to active duty as 2 Lieut., A. S. (Sig. C.), May 11. Stationed at Call Field, Texas; Camp Dick, Texas; and Dorr Field, Fla.

John Langdon Norris was born December 16, 1893, at Cambridge, son of Almon E. and Sarah (Hunter) Norris. Husband of Elizabeth F. Norris of Jersey City, New Jersey (1918).

Dennis Francis O'Connell, Private: died Feb. 6, 1919, of pneumonia. Ent. May 31, 1918, 2 Rct. Co., G. S. Inf., Fort Slocum; trans. June 6, 1918, to Btry. A, 17 Bn., F. A. Repl. Dft., to Btry. 18, F. A.; to Prov. Repl. Bn., 3 Army Corps; Sept. 9, 1918 to Casual; Oct. 25 to F. A. R. R.; A. P. O. 778; Nov. 9, 1918 to 1 Army Corps; Jan. 26, 1919, to Prov. Repl. Army Bn. Overseas, July 21, 1918.

Dennis Francis O'Connell was born January 4, 1894, at Brookline; brother of Mrs. Catherine Ryder of Caribou, Maine, and of Jeremiah J. O'Connell (who served in U. S. A.), orderly, at Massachusetts General Hospital.

Frederick Owens, Private: died Sept. 25, 1918, of pneumonia, on U. S. S. "Louisville," en route to France. Enl. July 26, 1918, R. A., M. D., Camp Crane; trans. Aug. 12, 1918, to Med. Repl. Unit 62, Camp Crane. Overseas, Sept. 14, 1918.

Frederick Owens was born November 3, 1897, at Brookline, son of James (born in Ireland) and Margaret (Morrison—born in England) Owens; brother of James W., Ethel Mae, Helen, and Marion Owens, and Elizabeth (wife of Joseph) McCullough. "Just graduated from school."

***Edward Greenman Paine**, Private, U. S. M. C.: died Oct. 17, 1918 (at Base Hospt. 202, Orleans), of wounds received in action after taking Blanc Mont Ridge, Oct. 4, Enl. May 13, 1918, Parris Island; July 31, 1918, to Quantico Va.; Sept. 11 to 16 Co., 5 Regt., 2 Div. Overseas, Aug. 26, 1918.

Edward Greenman Paine was born March 21, 1892, at Dorchester, son of Arthur B. Paine, now of Mattapoisett and Lela Greenman (deceased 1897) Paine; brother of Grace (wife of Richard S.) Merrill, of Washington, District of Columbia. Clerk.

Sturgis Pishon, 1st Lieut., A. S.: died Oct. 26, 1918, by airplane accident at St. Jean des Mouts, France. Enl. Aug. 3, 1917, E. R. C., A. S. Sig. Corps, Fort Wood; May 17, 1918, dis. to accept commission. Commissioned June 24 as 1st Lieut., A. S. S. C. Overseas, Oct. 13, 1917.

Sturgis Pishon was born May 30, 1888, at Las Vegas, New Mexico, son of Joseph Sturgis Pishon of San Francisco, California, and Mary

(Emmett) (deceased 1912) Pishon; brother of Elizabeth and Emmett Pishon (who served as 1st. Lieut. Infantry.), Dartmouth College, 1910. Post 281, A. L., Boston, named in part in his honor.

Irving Benson Rich, Private: died Sept. 17, 1918, of pneumonia, at Base Hospital, Camp Devens. Enl. Sept. 3, 1918, 41 Co., 11 Tng. Bn., 151 D. B.

Irving Benson Rich was born June 22, 1896, at Burlington, Vermont, son of Dr. William Butler Rich of Waterbury, Vermont (1926), and Prudence H. (Benson) (deceased 1900) Rich; brother of William Nelson, Harry Walter, and Robert Sydney Rich, and of Carol Elizabeth (wife of Carl J.) Weigel of Los Angeles, California (1926). Restaurant Manager. Resident in Massachusetts 18 years.

Arthur Francis Rico, Seaman, U. S. N. R. F.: died Jan. 3, 1919, of disease at Massachusetts General Hospital, Boston. Enl. Dec. 6, 1917; Dec. 7 to Rec. Ship at Boston; June 22, 1918, to Naval Rifle Range, Wakefield; July 8 to Naval Tng. Camp, Bumpkin Id.; July 30 to U. S. S. "Georgia."

Arthur Francis Rico was born July 23, 1895, in Boston, son of Antonio F. (born in Spain) (deceased), and Margaret F. (Monahan) (born in Scotland) Rico, of Brookline, 1919; brother of Mary F. Rico of Brookline. Physical Instructor, formerly member Boston National Baseball Club.

***Norbert E. Rigby**, Private: died April 21, 1918, of wounds received in action (at Seicheprey). Enl. May 17, 1917, Btry. A, 1 F. A., Mass. N. G. (Btry. A, 101 F. A., 26 Div.). Reported for duty July 25, mustered July 31, 1917. Overseas, Sept. 9, 1917.

Norbert E. Rigby was born June 12, 1893, at Manchester, England, son of Charles (deceased 1914) and Margaret Sugdere (Turner) (deceased 1922) Rigby; brother of Margaret Rigby of Brookline, Charles Cedric Rigby (who served on U. S. N., Coast Guard Cutter "Andros-coggin"), and Elfreda Rigby of Seattle Washington. Clerk, employed in Boston. Resident in Massachusetts 9 years.

Newell Willard Rogers, Private: died Aug. 1, 1918, by airplane accident. Enl. Jan. 14, 1918, E. R. C., Sig. C., A. S.; March 21 to School of Mil. Aeron., Princeton, N. J.; to Det. Flying Cadets, Chanute Field, Rantoul, Ill. Reported for duty March 30, 1918.

Newell Willard Rogers was born May, 1891, in New York City, son of Albert R. and Clara (Bloss) Rogers; brother of Archibald A. Rogers of Boston, and of Clarence B. Rogers of Paris, France. Married (1916) Myra Littlefield. Automobile Salesman. Resident in Massachusetts 8 years.

***Stephen Francis Rutledge**, Private: killed in action Oct. 23, 1918 (near Bois de Belleu). Enl. March 26, 1917, Co. H, 9 Inf., Mass. N. G. (M. G. Co., 101 Inf., 26 Div.). Overseas, Sept. 7, 1917.

Stephen Francis Rutledge was born December 23, 1898, at Brookline, son of Michael and Catherine Theresa (Logan) (deceased 1908) Rutledge (both born in Ireland); brother of Bartholomew C. Rutledge, who served in F. A. Repl. Dep. Cp. Jackson. Patrick J., Michael W.,

Peter H. and Margaret Rutledge, Helen L. (wife of Walter E.) Daisy, and Catherine T. (wife of John P.) Muldoon. Chauffeur. Post 864, V. F. W., Brookline, named in his memory.

George Krans Sabine, Jr., Captain, F. A.: died Jan. 7, 1919, of influenza and pneumonia, in New York City. Enl. July 1, 1916, Btry. A, 1 F. A., Mass N. G. Served on Mexican Border. Dis. May 22, 1917, as corporal, to accept commission in O. R. C. Called into active service May 29, 1917, as 2d Lieut., F. A., and assigned to Plattsburg Training Camp. Assigned Oct. 1, to Btry. D, 6 F. A., 1 Div.; trans. Oct. 28, 1918, to Air Service School for Radio Officers (Columbia Univ., N. Y.). Promoted 1st Lieut., July 12, 1918; captain Oct. 26, 1918. Overseas, Sept. 14, 1917, to April 24, 1918.

George Krans Sabine was born June 21, 1889, at Brookline, son of George Krans Sabine, M. D., (deceased 1927) of Brookline, and Caroline Robinson (Webb) (deceased 1917) Sabine; brother of William Sabine of Washington, District of Columbia, Stephen Webb Sabine of Groton, and of Catherine (wife of Raymond H.) Oveson of Southboro. Married (1918) Marion Jefferson. Bond Broker. Attended Massachusetts Agricultural College in 1910, Lowell Textile School in 1912, and then Norwich University. Harvard Graduate School of Business Administration 1914-15. Prepared at Noble and Greenough's and Stone schools. Author of "The Telephone, Practical and Theoretical, in Modern Warfare," not published but in use in Field Artillery School. Sabine Field, Norwich University, Northfield, Vermont, given in his memory by his father.

***Albert Edward Scott**, Private: killed in action, July 23, 1918, in Trugny Wood. Enl. and reported for duty July 18, 1917, 5 Rct. Co., 9 Inf., Mass. N. G.; trans. to Co. H, 9 Inf., Mass. N. G.; Aug. 20 to Co. H, 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

Albert Edward Scott was born December 12, 1901, at Charlestown, son of Stewart Clark and Ethel Louise (Fontaine) Scott of Brookline, 1919. Student: Edward Devotion School. Tablet erected by town of Brookline in his memory in its Town Hall.

Distinguished Service Cross, "For extraordinary heroism in action in Trugny Woods. . . July 23, 1918. . . Private Scott, an automatic rifleman, voluntarily posted himself on an exposed flank to cover a means of approach of an enemy attacking party. Absolutely alone, he opened fire on the enemy, killing and wounding many and fully stopping the flank attack before he himself was killed by a sniper's bullet. By his heroic act he saved the company a great many casualties and assured the maintenance of the perilous position." Commended and cited in Par. 8, No. 22, Hqts. 26 Div., A. E. F., dated March 15, 1919.

***Charles Louis Smith**, Sergeant: killed in action July 18, 1918 (vicinity of Missy-aux-Bois). Enl. March 4, 1915, R. A., Co. H, 26 Inf. (Co. D, 2 Brig., M. G. Bn.) (Co. D, 3 Brig., M. G. Bn.) 1 Div. Served on Mexican Border. Wounded slightly May 28, 1918. Corporal, Aug. 4, 1915; Sergeant Jan. 24, 1918. Overseas, June 14, 1917.

Charles Louis Smith was born August 6, 1886, at Newton, son of William B. (deceased 1920) and Ophelia (Lowe) (deceased 1895) Smith; brother of Orrin S., LeBaron H., and William T. Smith, Grace (wife of Octave J.) Morrill, Florence M. (wife of Eben D.) Buxton, Helen E. (wife of Leslie) Boardman, and Edna (wife of John) Kellar. Steam-fitter. First enlistment December 3, 1908. Cited for gallantry in action and especially meritorious services.

James Andrew Spence, Mess Attendant, U. S. N. R. F.: died Sept. 17, 1918, of pneumonia, at Naval Hospital, Newport, R. I. Enl. May 10, 1918, assigned to Hqts., 2 Naval Dist., Newport, R. I.; May 24 to Naval Tng. Station, Newport, R. I.; Sept. 12 to Naval Hospital, Newport, R. I.

James Andrew Spence was born April, 1894, son of Mrs. Mandie Spence of Haynesville, Virginia, 1918.

Gordon Stewart, Private: died Jan. 9, 1918, of disease at Tours. Enl. and reported for duty Oct. 15, 1917 (at Paris, having served in A. F. S. since April, 1917), Det. Avia. Sec., Paris; trans. Oct. 24 to Hq. Det., 2 Avia. Inst. Corps. Overseas with A. F. S.

Gordon Stewart was born March 15, 1896, at Millis, son of Edward Jessup (deceased 1918) and Helena (Felt) Stewart; brother of Edward J. Stewart of Brighton, Helena S. (wife of Philip W.) Dalrymple, and Theodore F. Stewart (who served in A. F. S. and later as wagoner, Company D, 2 Corps Artillery Park, France). Massachusetts Inst. Tech. ex-1920. He and his brother sailed for France to enlist in Ambulance Service immediately after declaration of war on part of United States.

Joseph James Waters, Painter, U. S. N.: drowned Aug. 9, 1918, at Norfolk, Va. Enl. Oct. 19, 1917, assigned to Naval Tng. Station, Newport, R. I.; trans. Dec. 12 to Rec. Ship at Boston; Jan. 20, 1918, to Rec. Ship at New York City; Jan. 22 to U. S. S. "Orion."

Joseph James Waters was born November, 1892, son of James (deceased 1915) and Ann (Welch) Waters, (both born in Ireland); brother of Anna L. Waters of Brookline.

Henry Daniels Webb, Private: died Sept. 29, 1918, of influenza and pneumonia. Enl. Aug. 30, 1918, 8 Co., 2 Bn., 152 D. B., Camp Upton.

Henry Daniels Webb was born October 18, 1892, at Brookline, son of Walter J. and Sarah Grace (Daniels) Webb of Brookline; brother of Katherine C. (wife of Albert T.) Thompson of Brookline. Salesman.

Halleck Wells, Jr., 1st Lieut., Inf.: died Aug. 1, 1918, of wounds received in action on July 20, 1918 (near Bouresches). Called into active service Nov. 27, 1918, as 1st Lieut. Inf., assigned to 104th Inf., 26 Div. Overseas, Jan. 15, 1918.

D. S. C. "For extraordinary heroism in action near Bouresches, July 20, 1918, he was seriously wounded in locating a source of machine gun fire. He nevertheless—continued in the advance of his men, inspiring them by his bravery."

Halleck Welles, Jr., was born March 4, 1886, in New York City, son of Halleck Welles (deceased 1918); brother of Merrill C. Welles of

Brookline. Automobile Salesman. Resident in Massachusetts 12 years.

James Roquet Wheeler, 2nd Lieut., S. C.: killed June 21, 1918, airplane accident, at Scott Field, Ill. Enl. July 13, 1917, E. R. C.; School of Mil. Aeron., M. I. T.; Nov. 19, 1917, to Garden City, L. I.; dis. March 25, 1918, to accept commission. Appointed 2nd Lieut., A. S., March 26, and assigned to A. S. Sig. C. Res.

James Roquet Wheeler was born 1889, son of William T. (deceased) and Margaret Wheeler of St. Louis, Missouri; brother of William T., John I., Mary O., and Lucille Wheeler, and of Mrs. Grace W. Mug, all of St. Louis, Missouri. Salesman. Resident in Massachusetts 2 years.

Robert Williams, 1st Lieut., Cav.: died Sept. 30, 1917, at Scituate. Called into active service Aug. 15, 1917, O. R. C., as 1st Lieut., Cav., assigned to 302 M. G. Bn., 76 Div.

Robert Williams was born March 28, 1889, at Brookline, son of Arthur (deceased 1919) and Elizabeth Whitney (Lamb) Williams; brother of Anna Dudley (wife of Samuel) Mixter. Harvard University, 1911, prepared at Volkmann School. Clerk: Arthur Williams, Jr., & Company. Attended Plattsburg Training Camp, 1917.

Donald Fremont Wright, Private: died Dec. 23, 1917, of disease at Walter Reed Hospital, Washington, D. C. Enl. Dec. 3, 1917, assigned to Quartermaster Camp Mechanical Repair Shop, Camp Meigs.

Donald Fremont Wright was born August 6, 1891, at Wiscasset, Maine, son of John Fremont and Clara Augusta (Snell) Wright of Wiscasset, Maine; brother of Vivienne Augusta (wife of Fred B.) Dunn of New Haven, Connecticut, and of Dr. Fred S. Wright of Bellaire, Ohio (who served in A. E. F. with British Forces). Machinist and Chauffeur. Resident in Massachusetts about four years. Branford, Sortwell, Wright Post of Wiscasset, Maine, named in part in his honor. "In 1907 took trip around World under Roosevelt."

CANTON

***Edward James Beatty**, Sergeant: killed in action, April 20, 1918, at Seicheprey. Enl. June 19, 1916, Tr. D. 1 Cav. Sq., Mass. N. G.; to Co. B, 102 M. G. Bn., 26 Div.; reported for duty July 25, 1917; mustered July 31, 1917. Promoted corporal June 29, 1916; sergeant July 23, 1917. Overseas, Sept. 23, 1917. E. J. Beatty Post, No. 24, A. L. Canton, named in his honor. Served on Mexican border, 1916. Prior service with same organization, 1913 to 1916.

Edward James Beatty was born April 10, 1892, at Canton, son of Edward (deceased 1918) and Mary Ann (Boutilier) Beatty; brother of Harriet Grace, and Arthur Vincent Beatty; Mrs. Laura Blye, Mrs. Emma E. Cobb, Mrs. Mildred Galligan and Mrs. Margaret O'Donnell. Carpenter.

***Patrick Joseph Cronin**, Private: died July 31, 1918, of wounds received in action (Aisne-Marne offensive). Enl. Oct. 5, 1917, Co. K, 302 Inf., 76 Div.; trans. to 3 Co., March Auto Repl. Dft.; trans. to 3 Co., 2 Div. Btn., 1 Inf. Tr. Regt.; April 4, 1918, to Co. C, 165 Inf., 42 Div. Overseas, March 12, 1918.

Patrick Joseph Cronin was born March 17, 1894, at Canton, son of Michael Joseph (born in Ireland) and Mary A. (Mahoney) Cronin; brother of William Joseph Cronin of Hartford, Connecticut, and Kathleen Marie Cronin of Washington, District of Columbia. Married Catherine Ellen Redmond. Spinner.

***Allan Wilkins Douglass**, Lieut., F. A.: killed in action, Sept. 13, 1918, at Thiaucourt. Called into active service as Lieut., F. A., Nov. 27, 1917; assigned to 301 F. A., 76 Div.; trans. to Btry. E, 113 F. A., 30 Div. Overseas, May 27, 1918. Awarded D. S. C. Credited to New York.

Allan Wilkins Douglass was born September 25, 1895, at Plainfield, New Jersey, son of Edwin T. and Edna Wilkins Douglass. Married (1918) Rachel Priest Capen of Canton. Student of Yale College.

Albert H. Gavigan, Wagoner: died Sept. 24, 1918, of pneumonia. Enl. May 31, 1918, 25 Rct. Co., Gen. Serv. Inf., Ft. Slocum, N. Y.; trans. June 4, 1918, to Btry. B, 2 Bn., F. A. Repl. Dft., Camp Jackson, S. C.; June 15, to Truck Co. D, 2 Corps Arty. Park. Wagoner, June 22, 1918. Overseas, July 10, 1918.

Albert H. Gavigan was born June 11, 1895, at Canton, son of Thomas P. and Joanna L. (Healey) Gavigan; brother of Joseph T. Gavigan, all of Canton. Chauffeur.

Leo Vincent Gray, Corporal: died Sept. 21, 1918, of pneumonia, in Canton. Enl. July 22, 1918, 5 Co., 2 Tng. Bn., 151 D. B. Corporal, Aug. 11, 1918.

Leo Vincent Gray, was born September 27, 1891, at Canton, son of James E. and Catherine A. (Flynn) Gray, of Canton; brother of Mary F. Gray (Sister Alverna of St. Elizabeth Hospital, Brighton, 1919). Stenographer.

George Howard Horton, Private: died Oct. 3, 1919, of pneumonia (at Syracuse, N.Y.). Enl. Sept. 6, 1918, 103 Co., 25 Btn., Syracuse Rct. Camp.

George Howard Horton was born February 23, 1887, at Toledo, Ohio, son of Isaac Chester (died 1921) and Hattie Caldwell (Barbour) Horton; brother of Mildred Elizabeth Horton; all of Canton. Shipper. Resident in Massachusetts twenty-four years.

Rupert Knowles, Private: died Feb. 16, 1919, of pneumonia. Enl. July 9, 1918, R. A., Btry. F, 68 C. A. C. Overseas, Aug. 9, 1918.

Rupert Knowles was born August 1880, at Ashton, Underlyne, England.

Arthur Wendell Thomas, Cook: died Dec. 22, 1918, of pneumonia. Enl. Co. H, 9 Inf., Mass. N. G. Served on Mexican border. Reported for duty March 25, mustered April 3, 1917, assigned to Co. H, 101 Inf., 26 Div.; trans. Sept. 3, to Sup. Co., 101 Inf., 26 Div., Cook, March 26, 1918. Overseas, Sept. 7, 1917.

Arthur Wendell Thomas was born March 2, 1896, at Canton, son of Thomas F. (born in Wales) and Mary Augusta (Upham) (died 1920) Thomas; brother of George E. Thomas (who served in Supply Company 101 Infantry), Charles H., Thomas, Maude A. (wife of John E.) Stokes, and Frances T. (wife of Frederick B.) Weeks, all of Canton. Shipper.

COHASSET

***Herman Edward Daley**, Private: died Oct. 14, 1918, of wounds received in action, in Meuse-Argonne offensive. Enl. July 30, 1917, Co. A, 1 Engrs., Mass. N. G. (Co. A, 101 Engrs., 26 Div.). Overseas, Sept. 26, 1917. Herman Edward Daley Square, Cohasset, named in his memory.

Herman Edward Daley was born June 29, 1895, at Cohasset, son of Bartholomew (deceased) and Ellen Agnes (Cronican) Daley of Cohasset; brother of John Bartholomew, Alfred Justin, and Mildred C. Daley, Mrs. Elizabeth H. Morriss, and Mrs. Marguerite L. Chase, all of Cohasset. House painter.

***George Henry Mealy**, Sergeant: died July 17, 1918, of wounds received in action (near Vaux). Enl. Dec. 19, 1915, Co. K, 5 Inf., Mass. N. G. Served on Mexican border. Reported for duty July 25, mustered as sergeant Aug. 8, 1917, assigned to the 101 Inf., 26 Div. Corporal, Dec. 19, 1915; sergeant, June, 1916. Overseas, Sept. 6, 1917. Post No. 118, A. L., and public square in Cohasset named in his memory. Prior service: Enl. Dec. 19, 1910, Co. K, 5 Inf., Mass. Vol. Militia. Honorably discharged Dec. 19, 1913, expiration of service.

George Henry Mealy was born November 10, 1889, at Cohasset, son of George W. and Charlotte O. (Snow) Mealy; brother of Ernest Robert and Ruth Gray Mealy; all of Cohasset. Ice dealer.

***John W. Sidney**, Private: killed in action, Aug. 18, 1918 (near Fismes). Enl. March 28, 1918, C., 151 D. B.; trans. May 15, to Btry. C., 108 F. A., 28 Div. Overseas May 19 1918.

John W. Sidney was born May 25, 1887, at Cohasset, son of Antoine J. (deceased) and Josephine J. (Frates) Sidney (both born in Flores, Western Islands); brother of Ellery, Willie, Antony, Osgood, Juan, Gladys and N. S. Sidney. Husband of Fannie R. Sidney of Dorchester. Children: Norman Steven and John Warren Sidney. Scene painter.

Lawrence Barrett Williams, Corporal: killed in action, July 19, 1918 (near Belleau Wood). Enl. May 31, 1917, Bty. A, 1 F. A., Mass. N. G.; reported for duty July 25, mustered July 31, Bty. A, 101 Inf., 26 Div. Overseas, Sept. 9, 1917. Corporal, Jan. 5, 1918.

Lawrence Barrett Williams was born April, 1893, at Jamaica Plain, son of Marshall S. P. and Edith (Barrett) Williams of Cohasset; brother of Marshall S. P. Williams, Jr., Edith B., Gertrude B., and Mary E. Williams; all of Cohasset, and of Margaret B. Murphy (wife of Edward A. C. Murphy) of Long Island, New York. Paint salesman.

DEDHAM

George Christian Bauman, Private: killed April 1, 1919, as result of accident. Enl. Dec. 1, 1917, assigned to Enl. Rct. Det., 23 Engrs.; trans. Feb. 20, 1918, to Co. H, 23 Engrs.; Feb. 25, 1918, to Rct. Det., 23 Engrs.; April 21, 1918, to Wagon Co. No. 1, 23 Engrs. Overseas, March 15, 1918.

George Christian Bauman was born 1893, in Boston, son of Christian E. (born in Germany), (deceased 1918) and Annie Bauman of

West Roxbury; brother of Anna M. Bauman of West Roxbury. Machinist employed at Readville.

***Robert R. Bayard, Jr.**, Private: died Feb. 9, 1918, of wounds received in action (Chemin des Dames sector). Enl. May 25, 1917; Co. K, 5 Inf., Mass. N. G. (Co. B, 101st Inf., 26 Div.). Overseas, Sept. 7, 1917.

Robert R. Bayard, Jr., was born June 13, 1893, at South Orrington, Maine, son of Robert F. and Eva F. (Wentworth) Bayard; brother of Arlon W. and Donald F. Bayard, and of Mrs. Helen E. (wife of Harold S.) Searle, all of Dedham. Gardener. Resident of Massachusetts twenty-two years.

Robert Fitzgerald Clark, Ensign (Prov.) U. S. N. R. F.: died Sept. 5, 1918, seaplane accident at Brest, France. Commissioned ensign Dec. 17, 1917; reported for duty, Naval Air Station, Pensacola, Fla., same date; trans. Dec. 27, 1917, to temporary duty, Reserve Flying Corps, Washington, D. C.; Jan. 23, 1918, to Paris, France, for assignment to duty; Jan. 29, 1918, to Command U. S. Naval Forces in European waters for assignment to duty with practice patrol service of the Royal Air Service; Feb. 2, 1918, to commanding officer Royal Naval Air Service, Westgate, England, for duty in patrol flights.

Robert Fitzgerald Clark was born September 13, 1898, at Dedham, son of Robert Jones and Harriett (Fitzgerald) Clark; brother of Mrs. Geraldine Mandell of Newton. Harvard College, class of 1916, prepared at Noble & Greenough School. Plattsburg, O. R. T. C., 1916.

Charles Henry Clough, Private: died April 13, 1918, of pneumonia, in Liverpool, England. Enl. Nov. 14, 1917, R. A., assigned to Co. B, 7 Inf.; trans. March 5, 1918, to Hdqrs. Det., 6 Inf. Brig. Overseas, April 2, 1918.

Charles Henry Clough was born August 31, 1892, in Boston, son of Irwin Clough of Westwood and Sarah A. Clough (deceased); brother of J. Richard and Thomas Clough of Milton; Irwin, Albert, Chester, Sadie and Annie Clough, all of Westwood; and Mrs. Elizabeth Allan of Canton. Student at the Massachusetts Agricultural College, 1917.

***William Francis Hartnett**, Corporal: died Nov. 5, 1918, of wounds received in action. Enl. Feb. 26, 1918, 151 D. B.; trans. March 18, to Btry. B, 306 F. A., 77 Div.; April 5, to Co. G, 307 Inf., 77 Div. Corporal, Oct. 21, 1918. Overseas, April 7, 1918.

William Francis Hartnett was born March 15, 1888, at Dedham, son of George and Margaret Ann (Cody) Hartnett, of East Dedham; brother of Margaret, Catherine, Emma, and Francis Hartnett, all of East Dedham; Mrs. Mary H. (wife of Elmer) Glidden of Roslindale, and George Hartnett of Bayonne, New Jersey. Machinist.

William F. Holland, Corporal: died Oct. 19, 1918, of influenza and pneumonia. Enl. Dec. 5, 1917, N. A., M. Q. M. C. Corporal, March 19, 1918.

William F. Holland was born March 13, 1897, at Winchester, son of William P. (born in England) and Catherine (Gibbin) (born in Ireland) Holland; brother of Thomas J., Elizabeth C., John, Mary and Margaret Holland, all of East Dedham. Journeyman electrician.

Wendell Freeman Jacobs, Seaman, U. S. N. R. F.: died Dec. 19, 1919, of dis-

ease. Enl. July 5, 1918; assigned Aug. 29, to Naval Training Camp, Hingham; trans. Sept. 26, to Sect. Hdqrs., Rockland, Maine; Sept. 30, to U. S. S. "Harold."

Wendell Freeman Jacobs was born July 18, 1899, at Dedham, son of Stephen B. and Lena W. (Rockwell) Jacobs.

***Stanley Luke, Bugler:** killed in action, Oct. 6, 1918 (before St. Etienne). Enl. July 10, 1917, R. A., Co. G, 23 Inf., 2 Div. Bugler, Aug. 7, 1917. Overseas, Sept. 7, 1917.

Stanley Luke was born February 25, 1895, in Boston, son of John A. (deceased) and Mabel E. (Hodgkins) Luke; brother of Robert H. Luke and Mrs. Mabel L. Ward, all of Dedham. Was one of two brothers in same company. His brother, Sergeant Robert H. Luke, received Croix de Guerre for heroism in same battle in which Stanley died. Bricklayer.

Thomas Edward McDonough, Seaman, U. S. N.: died Jan. 22, 1919, at Naval Hospital, Hampton Roads, Va. Enl. June 27, 1916, Btry. 3, 1 F. A., Mass. N. G. Served on Mexican border. Dis. May 2, 1917, to enlist in U. S. Navy. Enl. May 9, 1917, U. S. N., assigned to Navy Rct. Station, Boston; trans. June 7, to Rec. Ship at Boston; June 8, to Naval Tng. Station, Newport, R. I.; Nov. 5, to Rec. Ship at New York; March 16, 1918, to U. S. S. "Senadores."

Thomas Edward McDonough was born May 11, 1896, at Hyde Park, son of Peter J. and Mary (Hurley) McDonough of Dedham; brother of John F. and William H. McDonough, and Mrs. Mary A. O'Connell, all of Dedham, and of Mrs. Rose C. Wetzler of Allston. Clerk.

John Joseph McGee, Private: died Sept. 23, 1918, of pneumonia. Enl. July 16, 1918, 1 Casual. Co., Tank Corps.

John Joseph McGee was born December 25, 1888, at Dedham, son of Daniel and Ellen Julia (Mulkern) (deceased 1923) McGee; brother of Mary G., Alice V., and William F. McGee, all of Dedham. Machinist.

John Russell Moore, Private: died March 6, 1918, at Camp Merritt, N. J., of pneumonia. Enl. Oct. 7, 1917, 151 D. B.; trans. Feb. 17, 1918, to 2 Co., Camp Devens Repl. Dft., Camp Merritt, N. J., Storekeeper's helper, Railroad.

John Russell Moore was born June, 1890, on Prince Edward Island, son of John and Mary (McAdam) Moore of Peters, P. E. I. Married (1916) Annie E. Chapman, of Peters, P. E. I. Child: John Russell Moore (born June 29, 1918). Resident in Massachusetts five years.

George Nyros, Fireman, 2 class, U. S. N.: died March 3, 1918, of pneumonia, on U. S. S. "Solace," at Yorktown, Va. Enl. May 16, 1917, U. S. S. "Virginia;" trans. March 1, 1918, to U. S. S. "Solace."

George Nyros was born December, 1895, son of Isaac and Ella Nyros; brother of Harold, Henry, Frank, and May Nyros, all of Dedham (1919). Helper railroad car shops.

Milton Avery Rogers, Private: died Sept. 21, 1918, of pneumonia. Enl. Sept. 10, 1918, N. A., C. O. T. S., Camp Lee. (Served O. R. T. C., Plattsburg, 1917.)

Milton Avery Rogers was born November 4, 1897, at Dedham, son of Charles Nathan (deceased) and Gertrude (Ainsworth) Rogers. Har-

vard, class of 1919; prepared at Noble & Greenough's. "Took course of training at British Bayonet School at Camp Devens."

John E. Ruddiman, Jr., Private: died Jan. 14, 1918, of disease (at Walter Reed Hospital, Washington, D. C.). Enl. Dec. 6, 1917, R. A. & Q. M. C., Camp Meigs. Bonus states: "Kenneth W. Ruddiman also died in service." Merchant marine.

John E. Ruddiman, Jr., was born in 1892, at Milton, son of John E. (born in Scotland) and Mary A. (Jason) Ruddiman of Dedham, brother of Mary Jason and Grace Isabelle Ruddiman, both of Dedham, and of Kenneth W. Ruddiman (deceased) who died September 25, 1918, at Dedham, while in Merchant Marine Service. Mechanic-Chauffeur.

Francis Benedict Scarry, Commissary Steward, U. S. N. R. F.: died Sept. 12, 1918, of disease, at Naval Hospital, Brooklyn, N. Y. Enl. Nov. 5, 1917, 1st Dist., Dist. Med. Aide; trans. Dec. 31, to Enrol. Off., 1st Dist.; Jan. 10, 1918, to Rec. Ship, Boston; Jan. 12, to Rec. Ship, New York; Feb. 1, to U. S. S. "Lake Superior;" April 13, to Hdqrs., 1st Dist.; April 15, to Rifle Range, Virginia Beach, Va.; May 17, to Tng. Station, St. Helena, Norfolk, Va., July 5, to U. S. S. "Martha Washington."

Francis Benedict Scarry was born January 26, 1895, at Dedham, son of John (born in Ireland) and Nora (Hickey) Scarry (both deceased); brother of Nellie V., John J., and Margaret Scarry, all of Dedham. Traveling salesman.

Warren Sessler, Private: died Sept. 24, 1918, of influenza and pneumonia (at Camp Upton). Enl. Aug. 30, 1918, 7 Co., 152 D. B., Camp Upton.

Warren Sessler was born June 17, 1887, at Roxbury, son of Jacob (born in Germany) (deceased) and Mary Sessler of Roxbury; brother of Mrs. Hattie McGrath of Roxbury. Shipping clerk.

Holyoke Lewis Whitney, Second Lieut, Inf.: died Nov. 25, 1916, at Field Hospital 111 (at Buxerulles), of accidental wounds. Enl. Jan. 5, 1918, R. A., assigned to Off. Tng. School, Camp Upton; trans. March 26, to Co. E, 305 Inf., 77 Div. Corporal, April 1, 1918. Sergeant, May 26, 1918. Dis. July 12, to accept commission. Appointed second lieut., inf., July 13, assigned to 109 Inf., 28 Div. Overseas, April 16, 1918. Attended Plattsburg Trn. Camp and a member of Harvard R. O. T. C.

Holyoke Lewis Whitney was born January 13, 1897, in Boston, son of Richard Skinner and Mary Ella (Lewis) Whitney of Dedham; brother of Richard Skinner Whitney, Jr., of Dedham. Student Harvard University, 1920. Played on football team and was member of crew.

***Edward L. Zimmerman**, Private: died July 24, 1918, of wounds received in action. Enl. June 24, 1916, Second Field Hospital, Mass. N. G. Served on Mexican border. Reported for duty, July 25, mustered July 28, 1917, assigned to 103 Field Hospital; trans. Feb. 7, 1918, to 103 Amb. Co., 101 San. Train; Feb. 8, to 104 Amb. Co., 101 San. Train, 26 Div.; April 18, to M. D. Det., 102 Inf., 26 Div. Overseas, Sept. 16, 1917.

Edward L. Zimmerman was born October, 1894, at Cambridge, son of Samuel and Frances (Klein) Zimmerman (both born in Hungary); brother of Jacob, Albert, Seymour, Bessie, Gertrude and Mollie Zimmerman, all of Cambridge. Hardware salesman.

FOXBORO

Chauncey Stewart Dyer, Private: died July 13, 1918, of pneumonia. Ent. Oct. 4, 1917, 151 D. B.; trans. Dec. 5, 1917, to Mech. Repair Shop, C. Meigs, D. C.; March 6, 1918, to Q. M. C., Animal Emb. Dep. 301.

Chauncey Stewart Dyer was born December 7, 1890, at North Attleboro, son of William and Annie (Harrington) Dyer, of North Attleboro. Married Eva Gertrude Watson. Machinist.

***Robert Henry Evans**, Private: U. S. M. C.: died Nov. 2, 1918, of wounds received in action Nov. 1 (in the assault on Landres-St. Georges). Enl. Nov. 13, 1917; assigned to 45 Co., 5 Regt., 2 Div. Gassed June 14, 1918. Overseas, May 7, 1918.

Robert Henry Evans was born December 6, 1891, at Foxboro, son of John and Ellen J. (Dercy) Evans (both born in Ireland).

***Lawrence Wellington Foster**, Private: killed in action, Oct. 23, 1918 (near Verdun). Enl. May 23, 1917, Co. I, 5 Inf., M. N. G. (Co. I, 101 Inf., 26 Div.). Wounded slightly April 20, 1918. Overseas, Sept. 6, 1917.

Lawrence Wellington Foster was born September 17, 1898, at East Hartford, Connecticut, son of William A. and Mary Eliza (Hawes) Foster; brother of Raymond H., Esther B., Philip P., Alice M., and Grace E. Foster, all of Foxboro; and of Marion E. Foster, living in China. Shipper. Resident in Massachusetts nineteen years. Post No. 93, A. L., Foxboro, named in his memory, also a public square.

***Frank Sutherland**, Private: killed in action Oct. 27, 1918 (vicinity of St. Juvin). Enl. May 10, 1918, 21 Rct. Co., Gen. Serv. Inc.; trans. May 15 to 5 Tng. Co., Tng. Group 1, M. Truck Det., Camp Hancock; July 6 to Repl. Draft, Camp Hancock; Aug. 13 to Co. C, 147 M. G. Bn., 1 Dep. Div., Sept. 6 to Co. D, 320 M. G. Bn., 82 Div. Overseas, July 30, 1918.

Frank Sutherland was born February, 1890, at Pictou, Nova Scotia; brother of Mrs. Christine Buckley of South Natick.

***Frank Welsh**, Private: died Oct. 31, 1918, of wounds received in action. Enl. Sept. 21, 1917, Co. K, 302 Inf., 76 Div.; trans. to Bty. A, 319 F. A., 82 Div. Overseas, May 19, 1918.

Frank Welsh was born February 3, 1890, at Mansfield, son of Daniel and Annie Theresa (Dolan) (died 1906) Welsh; brother of Nellie T., Julia E., and Mary Welsh, all of Foxboro, and of Joseph D. Welsh of Quincy. Iron moulder.

FRANKLIN

***Lawrence Joseph Clark**, Private: killed in action, Nov. 7, 1918 (near Milly-devant-Dun). Ent. Oct. 4, 1917, Co. I, 302 Inf., 76 Div.; trans. Feb. 4, 1918, to Co. L, 61 Inf., 5 Div. Overseas, April 16, 1918.

Lawrence Joseph Clark was born November, 1888, at Deoghida, Ireland, son of John (deceased) and Mary Jane Clark of Franklin; brother of Thomas Francis and Joseph James Clark, both of Somerville; Eugene Sylvester and John Thomas Clark, Mrs. Mary Ann Webber and

Ella Clark, all of Franklin. Employed: American Felt Company, Franklin. Resident of Massachusetts eight years.

***Emilio R. D'Addario**, Bugler: killed in action, Oct. 10, 1918, in Meuse-Argonne (attack near Romagne Wood). Enl. Sept. 20, 1917, Co. F, 302 Inf., 76 Div.; trans, Feb. 13, 1918, to March Auto Repl. Dft., 3 Co., Camp Devens; May 2, 1918, to Co. G, 163 Inf., 41 Div.; June 12, 1918, to Co. K, 28 Inf., 1 Division. Promoted Bugler, Jan. 12, 1918. Overseas, March 12, 1918.

Emilio R. D'Addario was born February, 1895, at Ofenna, Italy, son of Dominico D'Addario of Franklin; brother of John, Fred, Annie, Benjamin, Luigi, Provencena, Demenico, and Frank D'Addario, all of Franklin. Mill-hand. Resident in Massachusetts seventeen years.

***Jay Stone Davis**, Private: killed in action Nov. 6, 1918 (in advance on Stenay). Enl. April 26, 1918, 151 D. B.; trans. May 18, 1918, to Machine Gun Training Center, Camp Hancock, and assigned to Motor Co. 16; June 22, 1918, to 18 Rct. Co., R. R. D.; June 26, 1918, to Group 3, Motor Transport Det. (in 36, 28, and 33 companies) until assigned Aug. 15 to 4th Prov. Co., Aug., Auto Repl. Dft.; to Co. B, 148 M. G. Btn., 41 Div.; Sept. 29, 1918, to 77 Div.; to M. P. Co., 90th Div. Overseas, Aug. 24, 1918.

Jay Stone Davis was born in 1893, at East Haven, Connecticut, son of Mrs. Elizabeth Stone Davis of New Haven, Connecticut, 1920; brother of Mrs. Emily Wyckoff of Baltimore, Maryland, 1920. Machinist-tool-maker; employed at Springfield. Resident in Massachusetts nine years. Educated at Dean Academy, Franklin.

***Edward Leslie Grant**, Captain: killed in action, Oct. 9, 1918 (near Benarville). Called into active service as captain, Inf., Aug. 15, 1917, from Plattsburg; assigned to 307 Inf., 77 Div. Overseas, April 7, 1918.

Edward Leslie Grant was born May 21, 1883, at Franklin, son of George Henry and Margaret Francesca (Lyons) (died 1903) Grant; brother of George Frederick Grant, Bertha Louise (widow of Homer R.) Winters and Florence Lyons (wife of Earl P.) Robinson of Franklin. Married Irene Soest (died 1911.) Harvard, 1906; Harvard Law School, 1909; prepared at Dean Academy. Lawyer. A. L. Post 75, Franklin, and Post 627, New York City, named in his honor. Athletic Field at Dean Academy named for him and a monument erected to his memory at Polo Grounds, New York City. He was a professional baseball player, having played in the National League with Philadelphia, Cincinnati and New York. "At the time of entering the service he was a member of the New York Giants." He was the first of the ball players in either of the major leagues to give his life in the war.

William Franklin Lynch, Seaman, U. S. N.: died March 20, 1918, of disease, at Naval Hospital, Norfolk, Va. Enl. March 27, 1917, assigned to U. S. S. "Minnesota;" trans. Jan. 27, 1918, to U. S. S. "Solace."

William Franklin Lynch was born July 16, 1900, at New Castle, Maine, son of William Defranshaw and Louise Myrick (Ford) Lynch; brother of Muriel Myrick, Joseph Myrick, and Spencer Ford Lynch of

Boston. Pressman. Resident in Massachusetts six years. Square at Franklin named in his memory.

***Alfred Luigi Mucciarone**, Private: died Sept. 21, 1918, at Base Hospital No. 41, St. Denis, France, of wounds received in action. Enl. Sept. 20, 1917, Co. F, 302 Inf., 76 Div.; trans. to Co. A, 306 M. G. Bn., 77 Div. Overseas, April 13, 1918.

Alfred Luigi Mucciarone was born June 21, 1895, at St. Angelo, Grotte, Italy, son of Accenzio (died 1918) and Mariannino (Bertino) Mucciarone (both born in Italy); brother of Elio and Clementina Mucciarone, both of Franklin, Adelina (wife of Antonio) Caputo of Millbury, and Antonetta (wife of Nicola) Vernar. Laborer. Resident in Massachusetts about seventeen years. Square in Franklin in his memory.

James Patrick Murray, Oiler, U. S. N.: died Feb. 22, 1919, at Naval Hospital, Fort Lyon, Colo. Enl. Oct. 29, 1915, assigned to U. S. S. "Pocahontas;" trans. July 6, 1917, to Receiving Ship at Philadelphia, Pa.; Aug. 16 to U. S. S. "Leviathan."

James Patrick Murray was born April 25, 1889, at Franklin, son of James (died 1903) and Rose (Ward) Murray (both born in Ireland), of Franklin; brother of Francis Dennis Murray of Manchester, New Hampshire, Frederick Joseph Murray of Franklin and Mary Ellen (wife of Edward) Leonard of Oakland, Rhode Island. Motorman. (Was serving his second enlistment.)

***Alessandro Patete**, Private: killed in action, July 18, 1918 (near Courchamps). Enl. Oct. 16, 1917, R. A., Co. I, 39 Inf., 4 Div. Overseas, May 8, 1918.

Alessandro Patete was born September, 1893, at Pescalanciano, Italy, son of Vincenzo and Michela (Padula) Patete, of same place, 1919; brother of Mrs. Nunziata Testa, as above; and Mrs. Giulia De Braggio and Dominic Patete, both of Franklin; and of Giuseppe Patete. Baker. Resident in Massachusetts eight years.

Levi Pierrie, Private: died Sept. 18, 1918, of pneumonia, at Base Hospital, Camp Devens. Ent. Aug. 31, 1918, 33 Co., 9 Tng. Bn., 151 D. B.

Levi Pierrie was born October 23, 1884, at Salerno, Italy, son of John (died 1909) and Celesta (Premall) Pierrie; brother of Rose (wife of of Paul) Palladino, Elizabeth (wife of Peter) Geromini, Elvena (wife of Antonio) Turka, Anna (wife of Oscar Joseph) Rockwell, and Joseph (a soldier 1925) and William Pierrie. Barber. Resident in Massachusetts about twenty-five years. Square in Franklin named in his memory.

***Patrick Ristaina**, Private: killed in action, July 28, 1918 (on heights north and east of Serpy). Enl. Oct. 4, 1917, Co. F, 302 Inf., 76 Div.; trans. Feb. 13, 1918, to Co. K, 165 Inf., 42 Div. Overseas, March 12, 1918.

Patrick Ristaino was born August, 1895, at Franklin, son of Michael and Silvia A. Ristaino; brother of Raymond and Anna Ristaino, all of Franklin. Foreman rubber factory.

Frank J. Smith, Private: died Sept. 25, 1918, of pneumonia, at Camp Devens. Enl. July 22, 1918, 151 D. B.; trans. Aug. 12 to Co. A, Inf., 12 Div.

Frank J. Smith was born November 20, 1892, at Providence, Rhode Island, son of Frank Edward (died 1915) and Margaret (Marlowe) Smith (both born in Ireland); brother of James Thomas, Alice Mae, and Catherine Louise Smith, Mrs. Mary Anne Mason, Mrs. Margaret Dorothea Boyles and Mrs. Rose Lena Futch. Iron Moulder. Resident in Massachusetts eleven years. Square named in his memory.

HOLBROOK

***William Burke Dalton**, Private: killed in action, May 1, 1918, near Cantigny. Enl. Feb. 17, 1917, R. A., Co. K, 35 Inf., 18 Div.; trans. May 28, 1917, to Hdq. Co., 18 Inf., 1 Div. Overseas, June 14, 1917.

William Burke Dalton was born March 10, 1894, at Quincy, son of William Francis and Julia Frances (Burke) (deceased) Dalton; brother of Aileen, Sadie, Margaret, Thomas, and Lawrence Dalton, all of Holbrook. Post 137, A. L., of Holbrook, named in his memory. (Received a divisional citation for "gallantry in action and especially meritorious services.")

MEDFIELD

Cyrus Arsenault, Cook: 73 Inf.: died Jan. 10, 1919, of disease. Enl. July 30, 1918, 151 D. B.; trans. Aug. 9, 1918, to Hdq. Co., 73 Inf.; Sept. 18, 1918, to Supply Co., 73 Inf., 12 Division. Cook, Sept. 30, 1918.

Cyrus Arsenault was born October 17, 1895, at Egmont Bay, P. E. I.; brother of Edmond Arsenault of Chelsea.

Weslie James Beckwith, Private: died Oct. 6, 1918, in sinking of the "Otranto." Enl. June 28, 1918, 22 Rct. Co., Auto. Repl. Draft; trans. to No. 1 Unit, C. A. C. Overseas, Sept. 25, 1918.

Weslie James Beckwith was born July 16, 1901, at Medfield, son of Alexander and Isabell (Barrie) Beckwith; brother of William Marshall Beckwith, (gold star, see below), and of Silas Raymond and Harry Bernard Beckwith, both of Medfield. Shoemaker. Post No. 110, A. L., Medfield, named in honor of Weslie James and his brother, William Marshall Beckwith.

William Marshall Beckwith, Private: died March 6, 1918, of disease, at Fort Sheridan, Ill. Enl. Feb. 1, 1917, in R. A., 4 Co., Delaware C. A. C., Fort Dupont, Del.; trans. to Btry. A, 17 F. A., 2 Div.

William Marshall Beckwith was born September 23, 1899, at Medfield, son of Alexander (born in New Brunswick) and Isabell (Barrie) (born in Nova Scotia) Beckwith, brother of Weslie James Beckwith (see above). Shoemaker. Beckwith Post No. 110, A. L., Medfield, named in honor of this soldier and his brother, Weslie James Beckwith (q. v.), who also died in service. Three brothers of this family were in U. S. Service.

Clarence Meredith Cutler, 2d Lieut., Aviation: died Jan. 28, 1921, in airplane accident at Wersentheum, Germany. Enl. and reported for duty May 23, 1917,

Co. E, 6 Inf., Mass. N. G., trans. Nov. 24, 1917, to U. S. School of Mil. Aeronautics, Princeton, N. J.; Jan. 8, 1918, to 3 Cadet Sq. Camp Dick; Feb. 12, 1918, to Scott Field, Belleville, Ill. Dis. June 22, 1918, to accept commission; appointed 2d Lieut., A. S. A.; Emergency Commission as 2d Lieut. vacated Oct. 12, 1920, and commission given same day as 2 Lieut. in R. A.; Sept. 26, 1919, Flying instructor to 166 Day Bombing Sq. Stations: Scott Field, Ill.; Eberts Field, Ark.; Kelly Field, Texas; Camp Knox, Ky.; and A. E. F. Overseas, Aug. 23, 1920.

Clarence Meredith Cutler was born November 16, 1891, at West Newton, son of Elisha P. and Alfreda M. (Vining) Cutler.

***Herbert Adams Paine**, Sergeant, U. S. M. C.: killed in action Nov. 1, 1918 (near Landres-St. Georges, Meuse-Argonne offensive). Enl. May 3, 1917, Phila., Pa.; trans. June 7 to 5 Regt., 2 Div. Corporal, July 1, 1917; sergeant, Oct. 12, 1918. Overseas, July 3, 1917.

Herbert Adams Paine was born October 17, 1887, in Boston; nephew of Samuel Paine of Bangor, Maine. (1917). Croix de Guerre with Bronze Star under Order No. 13065 "D" dated January 23, 1919, General Headquarters, Fench Armies of the East; "On October 3 and 6, 1918, near Somme-Py, he displayed remarkable bravery under a violent fire during the destruction of machine gun nests with 37 m. m. guns."

MEDWAY

***Elijah Harris Coldwell**, Corporal, U. S. M. C.: killed in action, June 13, 1918. Enl. April 11, 1917; assigned to 49 Co., 5 Regt., 2 Div.

Elijah Harris Coldwell was born November 8, 1897, at Medway, son of Thaddeus Adelbert and Jennie Ellen Coldwell of Medway; brother of M. Alice and Mary Edith Coldwell of Medway, Albert S. Coldwell of Auburn, Mrs. E. Luella Nillson of Detroit, Michigan, and of Sewell E. K. Coldwell (who served in A. E. F.). Framer.

***John Francis Connolly**, Private: died Oct. 9, 1918, of wounds received in action. Enl. July 28, 1917, R. A., Co. D, 47 Inf., 4 Div. Overseas, May 10, 1918.

John Francis Connolly was born August 5, 1893, at Medway, son of Michael (deceased) and Margaret (Kelly) Connolly (Mrs. Sullivan of Medway) (both born in Ireland); brother of William N. Connolly of Franklin, and of Nora L. Connolly and Margaret F. Sullivan, both of Medway. Barber. Post No. 177, A. L., Medway, named in his honor.

MILLIS

Raymond John Curry, Private: died Feb. 26, 1919, of pneumonia. Enl. April 23, 1918, R. A., 15 Cav. Div., Rct. Camp, Fort Bliss, Texas; trans. June 24, 1918, to Tr. B., 5 Cav.

Raymond John Curry was born July 12, 1899, at Hopkinton, son of William and Avina (Daveaux) Curry (both deceased); nephew of Mrs. Mary Holder of Millis. Clerk.

MILTON

Philip Algar, Ensign (dental), U. S. N. R. F.: died Oct. 15, 1918, Naval

Base Hospital, No. 5, France, of pneumonia. Enl. March 24, 1917, U. S. N. R. F., called and reported April 12, 1917, at Charlestown Navy Yard and was sent to Pelham Bay Naval Station where, Aug. 10, 1918, he received appointment as provisional ensign (dental) and on Sept. 11 was ordered to the "Westhaven" and sailed overseas, Sept. 12, 1918.

Philip Algar was born July 12, 1894, in Boston, son of Alfred Algar of Milton (formerly of London, England, and later of New York City). He was graduated from Tufts Dental School of the class of 1919, and while there took active part in athletics, being a member of the Tufts Football Team.

Frank George Allen, Private: died Sept. 27, 1918, of pneumonia at Camp Devens. Enl. June 22, 1918, 151 D. B.; trans. Aug. 20, 1918, to Co. D, 12th Supply Train, 12th Div.

Frank George Allen was born May 9, 1891, at Yarmouth, Nova Scotia, son of George and Mary Allen (both deceased); brother of Mrs. Blanche Haskins of Dorchester and Mrs. Ethel McNulty. Married Henrietta Marie Herbaczek; child Franklyn Anthony Allen, born 1918, in Boston. Clerk. Resided twenty-three years in Massachusetts.

Frank Meda Averill, Seaman, U. S. Coast Guard: died Nov. 15, 1917, of disease, at Cambridge. Enl. July 7, 1917, U. S. N., after training at U. S. Coast Guard Academy, served on U. S. Coast Guard Cutter "Acushnet" three months and twelve days.

Frank Meda Averill was born September 7, 1889, in Maine, son of James H. and Frances (Buckminster) Averill.

***James Mainland Barnie**, Private: killed in action, Oct. 20, 1918, in Meuse-Argonne offensive, in attack on Claire Chene. Enl. Oct. 6, 1917; assigned to Co. A, 6 Engrs., 3 Div., Nov. 14, 1917. Overseas, Dec. 4, 1917.

James Mainland Barnie was born August 6, 1884, in Leith, Scotland, son of Alexander (deceased) and Mary M. Barnie of Warner, New Hampshire; brother of Mrs. Mary Kingham of Wollaston; Mrs. Helen Hope of Canton. Married Eva I. Pilkrantz of Dorchester. Children: James Irving and Ralph Everett Barnie. Painter.

***Carleton Burr**, 2 Lieut., U. S. M. C.: killed in action July 19, 1918 (near Tigny, southwest of Soissons). Commissioned 2 Lieut., U. S. M. C., from civil life, July 6, 1917. Stationed at Quantico, Va.; assigned to 74 Co., 6 Regt., 2 Div. Overseas, Oct. 6, 1917.

Carleton Burr was born August 29, 1891, at Milton, son of Isaac Tucker and Alice McClure (Peters) Burr; brother of Barbara (wife of William, Jr.) Rand, and Elsie (wife of Philip H.) Sherwood, and of I. Tucker Burr, Jr. Took Plattsburg Training Course 1916. Served in France, American Field Ambulance Service June, 1916-February, 1917. Driver at Verdun Front and later Director in the Vosges. Croix de Guerre posthumously awarded. Harvard, 1913; prepared at Milton Academy.

James Magowan Coulter, Corporal: died Oct. 3, 1918, of pneumonia, at Houston, Texas. Enl. May 23, 1917, R. A., Co. M, 57 Inf.; trans. to Co. F, 57 Inf., 15 Div. Corporal, July 17, 1918.

James Magowan Coulter was born February 9, 1891, at Jamaica Plain, son of James T. (born in Ireland) and Elizabeth J. (Blampied) (born in England) Coulter; brother of Thomas Coulter of Philadelphia, Pennsylvania, William Coulter of New Boston, New Hampshire, Mrs. Bessie Gavin and Mrs. Lily (wife of Elmer W.) Locke, both of Melrose, Mrs. Eva Gottsman of Dorchester, and of Benjamin, Charles, Ruth, Adelaide, Samuel, and Theodore Coulter all of Mattapan. Fireman: Ocean Liner.

George Frank Doe, Machinist's Mate, 1 cl., U. S. N. R. F.: died Sept. 29, 1918, of pneumonia at Gallops Island. Enl. April 21, 1917; assigned to Naval Tng. Camp, Bumkin Island; trans. Oct. 9, 1917, to U. S. S. "Edithena."

George Frank Doe was born September 12, 1880, at Newmarket, New Hampshire, son of Frank (deceased) and Sarah A. (Perkins) Doe; brother of Charles A., Orrin, Mary A., and Martha I. Doe, all of Milton, 1920. Married Mary Elizabeth Atherton. Children: Hazel, Margaret, Charles Edwin and Frank Doe, the last three of Boston. Painter.

William Ross Doherty, Corporal: died Oct. 10, 1918, of pneumonia. Enl. and reported for duty, April 14, 1917, M. G. Co., 6 Inf., Mass. N. G.; trans. Sept. 24 to Co. M, 6 Inf.; Dec. 5 to Sup. Co., 4 Pioneer Inf. Corporal, Aug. 23, 1918. Overseas, Sept. 23, 1918.

William Ross Doherty was born July, 1898, in Boston (Ashmont), son of William F. and Caroline M. (Killen) Doherty (Mrs. Harry S. Broadbent, 1919); brother of Emily Caroline (Mrs. George L., Jr.) Bishop, of Dorchester. At School.

***Benjamin Gifford Esau**, Private: died Oct. 17, 1918, of wounds received in action in the Bois de Fay, near Madelaine Ferme. Enl. Sept. 20, 1917, assigned to 25 Rct. Co., Gen. Serv. Inf.; trans. Oct. 3, 1917, to Co. B, 6 Engrs., 3 Div. Overseas, Dec. 4, 1917.

Benjamin Gifford Esau was born February 9, 1887, at Milton, son of John Lewis (born in London, England) (deceased) and Elizabeth Baker (Smith) Esau; brother of J. Lewis, William S., Frank B., Sarah C., and Emma L. Esau; of East Milton (1925). Plumber.

***Michael Francis Flaherty**, Mechanic: died Dec. 10, 1918, of wounds received in action in Germany. Enl. July 21, 1917, R. A., Co. E, 49 Inf.; trans. to Co. E, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Michael Francis Flaherty was born July 14, 1893, at Milton, son of Michael Francis and Annie (King) Flaherty, (both born in County Galway, Ireland); brother of Mary, Anna, Agnes, and Joseph Flaherty, all of Milton. Laborer.

***Benjamin William Fuller**, 2 Lieut., Inf.: killed in action, Sept. 29, 1918, at Lecatalet. Enl. Oct. 14, 1913, and mustered Oct. 24, 1913, for six years as private in 1 Regt. Engrs., 1 Corps Cadets, M. N. G. (Co. F, 101 Engrs, 26 Div.); trans. to Engr. Army Candidate School, France. Corporal, July, 7, 1915. Sergeant, April 3, 1917. Dis. May 12, 1918, to accept commission. Reported for duty, May 13, 1918, as 2 Lieut., Co. L, 108 Inf., 27 Div. Overseas, Sept. 26, 1917.

Benjamin William Fuller was born June 2, 1892, at East Milton, son of Benjamin R. and Barbara R. Fuller, (both born in Scotland); brother of Thomas R. Fuller, Mrs. Mildred F. Taylor, and Mrs. Dorothy F. Krause. Married Ruth O'Connell of Chestnut Hill. Child: Barbara Robertson Fuller, born 1918. Clerk.

Andrew Clifford Hamilton, Landsman Electrician, General, U. S. N.: died Sept. 26, 1918, of pneumonia, at Naval Hospital, Newport, R. I. Enl. June 14, 1918, Naval Tng. Station, Newport, R. I., to Sept. 15; thence to Naval Hospital, as above, until death.

Andrew Clifford Hamilton was born January 22, 1895, at Milton, son of Hugh (deceased 1918) and Alberta Adeline (Turner) (deceased) Hamilton; brother of William Guy Hamilton of Alameda, California, Mrs. M. Alva Robinson of Bow Lake, New Hampshire, Mrs. Belva E. Field of West Haven, Connecticut, and Mrs. Clara E. Hyland of Winthrop. Electrician.

Howard Francis Hart, Private: died Feb. 24, 1919, of pneumonia. Ent. Oct. 4, 1917, 301 T. M. Btry., 76 Div.; trans. Nov. 22 to Co. A, 301 Sig. Btn., 76 Div. Overseas, July 11, 1918.

Howard Francis Hart was born April 3, 1894, at Everett, son of John F. Hart of Dorchester (1919) and Caroline R. (Hook) (deceased) Hart; brother of Warren E. Hart of Medford. Married Ethel Mary Menchin. Telephone installer.

Ellerton V. Hayden, Private: died Sept. 22, 1918, of pneumonia (at Camp Upton). Ent. Sept. 5, 1918, 5 Co., 152 D. B.

Ellerton V. Hayden was born March 26, 1896, at Milton, son of John E. Hayden.

***George Guest Haydock**, 1 Lieut., Inf.: killed in action, May 28, 1918, at Cantigny. Enl. April 28, 1917, to O. R. C., May 11, 1917. Called into active service, 1 Lieut., Inf., Aug. 15, 1917-C. L. (Detailed to Infantry School, British Fifth Army, Toulencourt, Oct. 2, 1917.) Assigned to Co. L, 28 Inf., 1 Div., Nov. 14, 1917. Overseas, Sept. 8, 1917. Awarded Silver Star; cited in G. O. 26, 1 Div. Act, May 27, 1918: "Displayed qualities of coolness and gallantry which inspired his whole platoon. He was killed while attempting almost single-handed to take a machine-gun."

George Guest Haydock was born September 15, 1894, at Philadelphia, Pennsylvania, son of Robert Roger and Annie Louise (Heywood) Haydock, of Milton (1920). Harvard University, class of 1916.

Elmer Russo Hutchinson (alias James Albert Smith): died March 3, 1918, of pneumonia, at Naval Hospital, Newport, R. I. Enl. Oct. 8, 1917; Naval Tng. Station, Newport, R. I., from Jan. 19 to Feb. 26, 1918, thence to Naval Hospital.

Elmer Russo Hutchinson was born June 10, 1887, at Lawrence, New York. Nephew of Mary Smith of Milton.

***James H. Jacob**, Sergeant: died Oct. 11, 1918, of wounds received in action. Enl. Aug. 25, 1917, R. A., Co. B, 30 Inf., 3 Div. Corporal, April 22, 1918; sergeant, July 22, 1918. Overseas, April 2, 1918.

James H. Jacob was born September 29, 1898, at Milton, son of Felix (born in Canada) and Joanna (Quinn) Jacob, both of Milton;

brother of John J., Mary T., Felix E., Lawrence A., Robert E., Lillian, Aman, Agnes, and Louise Jacob. Clerk.

Akton S. Jensen, Private: died Sept. 26, 1918, of pneumonia. Enl. July 9, 1918, 4 Co., C. A. C., Ft. Totten; trans. Sept. 15, 1918, to Btry. B, 38 C. A. C.

Akton S. Jensen was born April 25, 1895, at Draaby, Denmark; brother of Anders Jensen of East Milton.

Frederick Arthur Keep, 2 Lieut., Air Service: died May 6, 1918, as result of accident May 3, at Taliaferro Field. Commissioned 2 Lieut., Inf., Aug. 13, 1917, at Plattsburg; called to active duty Aug. 15, assigned to 304 Inf.; trans. Aug. 31 to Camp Borden, Ont., for instruction in aeronautics with Royal Flying Corps, one of the first ten officers chosen from various camps for this purpose; later with the School of Military Aeronautics, Toronto; trans. Nov. 10, 1917, to Taliaferro Field, Fort Worth, and attached March 21, 1918, to 28 Aero Sq., as 2 Lieut., S. R. C., A. S. Seriously injured Nov. 23; on return to duty was attached to 78 Aero Squadron.

Frederick Arthur Keep was born November 23, 1892, at Wollaston, son of Frederick Heber and Alice Leavitt (Canney) Keep. Harvard, class of 1919; prepared at Milton Academy. Member Harvard R. O. T. C. 1916-17.

Alfred McLeod, Private: died March 20, 1918, of pneumonia. Enl. Feb. 8, 1914, R. A., Co. C, 7 Inf.; trans. Aug. 26, 1915 to Bakery Co. 2, Q. M. C.; June 3, 1917, to Bakery Co. 7; Aug. 22 to Bakery Co. 17; to Bakery Co. 305. Overseas, Oct. 23, 1917.

Alfred McLeod was born August, 1895, at Milton, son of Murdock (born at Cape Breton, deceased 1906) and Mary (Forbes) (born at West New Annan, Nova Scotia, deceased 1916) McLeod; brother of Annie May and Ashton F. McLeod, of East Milton.

Clarence Henry Parrott, Seaman, U. S. N.: died June 30, 1918, of pneumonia, at Naval Hospital, Norfolk, Va. Enl. May 10, 1917, assigned June 7, 1917, to Naval Tng. Station, Newport, R. I.; July 5, to Rec. Ship at Phila., Pa.; Aug. 16 to U. S. S. "Mercury;" June 27, 1918, to Naval Hospital, Norfolk, Va.

Clarence Henry Parrott was born February 21, 1898, at Quincy, son of Luther H. and Abbie L. (Brown) Parrott. Machinist.

***Albert Clifford Smith**, Private: killed in action, July 23, 1918 (Trugny Wood). Enl. Nov. 28, 1915, Co. A, 5 Inf., Mass. Vol. Mil. Served on Mexican border. Reported for duty July 25, mustered Aug. 10, 1917, assigned to Co. A, 101 Inf., 26 Div. Overseas, Sept. 7, 1917. "Rec. No. 6215: On morning of July 23, 1918, having volunteered as a battalion scout, was killed while rushing a machine-gun nest with another man."

Albert Clifford Smith was born 1895, in Danbury, Connecticut, son of Clarence W. Smith; brother of Mrs. Vera A. Gunn of Danbury, Connecticut, and of Mrs. Viola Wood of Peekskill, New York. Cook. Resident in Massachusetts three years.

James Albert Smith, Apprentice Seaman, U. S. N. R. F.: died March 3, 1918, at Naval Hospital, Newport, R. I. (See Hutchinson, Elmer Russo.)

Edwin Vose Sumner, Lt. Col., A. S.: died June 4, 1919, motorcycle accident. Appointed Cadet, U. S. M. A., June 16, 1904; 2d Lieut. Cav., Feb. 14, 1908; 1 Lieut. Cav., April 13, 1915; Captain, May 15, 1917; Major, Sig. Corps, Aug. 25,

1917; Lt. Col., Air Service, Oct. 8, 1918. Overseas, April 12, 1918. D. S. M. "For exceptionally meritorious and distinguished services. As commanding officer of the Air Service Production and assembly center at Romorantin, he displayed peculiar administrative ability in coördinating the work of the many different elements at the largest Air Service project in the American Expeditionary Forces. . . ." French Legion d'Honneur, April 4th, 1919.

Edwin Vose Sumner was born October 7, 1884, at Fort Nebraska, Nebraska. Wife: Mrs. Helen Munn Sumner of Richmond, Virginia, 1919.

***Harry Vernon Tyler**, Private: died July 27, 1918, of wounds received in action. Enl. Nov. 13, 1914, Co. C, 8 Inf., Mass. N. G.; served on Mexican border. Reported for duty July 25, mustered Aug. 2, 1917, assigned to Co. C, 103 Inf., 26 Div. Overseas, Sept. 27, 1917.

Harry Vernon Tyler was born August 20, 1897, in Boston, son of Henry (born in England) and Adra Jane (Lock) (born in Nova Scotia) Tyler; brother of Marion A., Mary E., William and Helen Tyler; all of Roslindale, and of Nathaniel F. Tyler of Hamilton, Rhode Island. Clerk.

NEEDHAM

Raymond Howard Blades, Private: died Nov. 28, 1918, of pneumonia in hospital at Waterville, Maine. Ent. Oct. 10, 1918, S. A. T. C., Colby College, Waterville, Maine.

Raymond Howard Blades was born December 26, 1899, at Needham, son of Wilbert G. and Julia Ann (Smith) Blades, (both born in Nova Scotia); brother of Mrs. Arthur I. Webber and of Reta L. Blades, and Wilbur J. Blades, (who served in C. A. School, Fort Munroe), all of Needham. Student.

John Frederick Booth, Private, U. S. M. C.: drowned June 9, 1919, in Raritan Canal, while attempting to rescue a comrade. Enl. Nov. 7, 1918, assigned to Parris Island; trans. March 7, 1919, to Naval Radio Station, New Brunswick, N. J.

John Frederick Booth was born August 21, 1899, at Newton, son of John H. and Louise M. Booth; brother of George Edward, Mary Louise, Rosanna and Eline Booth, all of Needham Heights. Employee: machine shop.

Robert Burrows, Private: died Feb. 15, 1919, of pneumonia. Enl. June 22, 1918, Det. Q. M. C. Rct. Depot, Fort Slocum, N. Y.; trans. June 25, 1918, to 19 Co., 1st Office Regt.; July 27, 1918, to Sup. Co., 323 Cas. Dept.; to Q. M. C. 1st Army. Overseas, Aug. 14, 1918.

Robert Burrows was born October 7, 1897, at Needham Heights, son of Abimelech (born in England) and Louise (Beless) Burrows. Married Myrtle Emma Dolloff. Clerk.

***Guiseppe Michele**, Private: killed in action, Oct. 27, 1918 (near Aincreville). Ent. Oct. 4, 1917, Co. I, 302 Inf., 76 Div.; trans. Feb. 4, 1918, to Co. K, 61 Inf., 5 Div. Overseas, April 16, 1918.

Guiseppe Michele was born January, 1893, at St. Angelo, Italy. Cousin of Jack Michele of Ausable Forks, New York.

Ralph Joseph Patrick, Private: drowned Aug. 15, 1917. Enl. Jan. 25, 1917, R. A., Co. B, 30 Inf., 3 Div.

Ralph Joseph Patrick was born January 9, 1897, at Needham, son of Frank (born in England), and Bernice M. (Cunningham) Patrick of Fulton, New York, 1919: brother of Ruth, Elsie, Percy, Grace, Raymond, Robert, and Avis Patrick.

***Francis Wellington Whitney**, 2d Lieut.: died Oct. 18, 1918, at Base Hospital 52, Rimaucourt, of wounds received in action. Ent. Jan. 5, 1918 Off. Tng. School, Camp Upton. Trans. March 26 to Co. I, 307 Inf., 77 Div. Corporal April 16, Sergeant June 3, 1918. Dis. July 12, to accept commission. Appointed 2d Lieut., Inf., July 13, 1918, assigned to Co. C, 131 Inf., 33 Div. Overseas, April 7, 1918.

Francis Wellington Whitney was born October 5, 1890, at Nutley, New Jersey, son of Auren J. (died 1922) and Mary C. (Wellington) Whitney of Needham. Married Janette Inez L. Fox of Needham Heights. Massachusetts Agricultural College, 1913. Farmer. Received citation for bravery in action October, 1918.

***Francis J. Yates**, Corporal: killed in action Oct. 15, 1918 (near St. Juvin). Ent. Feb. 25, 1918, 151 D. B.; trans. March 16, 1918, to M. G. Co., 306 Inf., 77 Div. Corporal, Sept. 24, 1918. Overseas, April 8, 1918.

Francis J. Yates was born February 6, 1892, at Needham, son of Joseph (born in England) and Mary (O'Brien) (born in Ireland) Yates (both deceased); brother of Lorette A., Alice G., George H. and James F. Yates of Newton Upper Falls, and of Mrs. Emma P. Millett of Hyde Park, and Joseph B. Yates, of New Haven, Connecticut. Machinist.

NORFOLK

Graham Hatch Boardman, Seaman, U. S. N.: died Feb. 2, 1918, of disease, at Norfolk, Mass. Enl. Aug. 10, 1917, at New York City, and was assigned to Naval Training Station, Newport, R. I., and thence transferred Oct. 22, 1917, to Naval Radio School.

Graham Hatch Boardman was born September 12, 1897, at Somerville, son of Claude S. and Mary E. (Chamberlin) Boardman; brother of Henry C. Boardman, all of Norfolk. A street in Norfolk named in his memory. At time of enlistment employed by American Hosiery Company, at New Britain, Connecticut.

Evan Benjamin Rockwood, Private: died Dec. 9, 1918, of disease at Gustner Field, Lake Charles, La. Enl. Dec. 17, 1917, R. A., Cas. Det., 2 Tng. Brig., Kelly Field; trans. April 1, 1918, to 327 Aero Sq.; May 27 to 461 Aero Sq.

Evan Benjamin Rockwood was born October 12, 1888, at Norfolk, son of Nathan H. (died 1913) and Harriet Louisa (Barden) Rockwood; brother of Henry B. and Edson L. Rockwood, Mrs. Angennette F. Walker, and Mrs. S. Louise Callahan. Carpenter. Rockwood Road named in his memory.

NORWOOD

Raymond Conrad Berkland, Private: died Sept. 22, 1918, of pneumonia (at Syracuse, N. Y.). Ent. Sept. 6, 1918, 105 Co., 26 Btn., Syracuse Rct. Camp.

Raymond Conrad Berkland was born January 17, 1896, at North Easton, son of John (born in Gotenberg, Sweden) and Caroline Berkland; brother of Evan Nathaniel, Elmer Oscar, Harry and Abbie Berkland, all of Norwood, and of Fritz Berkland (died 1918). Chauffeur.

Carl P. Carlson, Private: died Sept. 22, 1918, of pneumonia, at Camp Dix. Enl. June 27, 1918, 153 D. B.; trans. July 17, 1918, to Btry. A, 334 F. A., 87 Div.; Aug. 17, 1918, to 42 Co., 153 D. B., Camp Dix.

Carl P. Carlson was born August 28, 1894, in Westhult, Sweden, son of Sven P. and Hannah (Johanson) (deceased) Carlson; brother of John Severen Carlson of Norwood. "Life resident of Massachusetts." Employed by Ice Company.

Wilfred Henry Carr, Private: died Dec. 14, 1918, accident. Ent. Aug. 15, 1918, C. A. C., Ft. Warren; Oct. 12, to Det. C. A. School, Camp Eustis, Va.

Wilfred Henry Carr was born May 2, 1897, at Norwood, son of William Henry and Annie Elizabeth Carr; brother of Ernest and James Albert Carr, all of Ellis. Electrician.

John Joseph Eppich, Private: died Sept. 22, 1918, of pneumonia (at Camp Devens). Ent. July 23, 1918, assigned to 151 D. B.; trans. Aug. 10, 1918, to Sup. Co., 73 Inf., 12 Div.

John Joseph Eppich was born September 13, 1890, at Norwood, son of John (born in Germany) and Hamina (Worderer) (born in Austria) Eppich; brother of Carl William, Frederick Egmond, Elizabeth Theresa, and Minnie Frances Eppich, all of Norwood (1919). Teamster.

Richard F. Forrest, Wagoner: died Sept. 25, 1918, of disease, in Base Hospital 35. Enl. July 18, 1917, at Ft. Ethan Allen, assigned to Co. F, 1 Inf., Vermont N. G.; trans. Aug. 20, 1917, to Co. C, 101 Am. Tn., 26 Div. Wagoner, April 1, 1918. Overseas, Oct. 3, 1917.

Richard F. Forrest was born May 20, 1897, in Boston, son of James R. (died 1914) and Mary Coughlin (died 1918) Forrest; brother of Walter Edward Forrest of Gilman, Vermont, Frederick J. Forrest of Worcester, and of Mrs. Mildred M. Rose, of Baltimore, Maryland. Automobile mechanic. Employed in Norwood.

Leo Landry, Private: died March 15, 1918, of pneumonia (at sea). Ent. Jan. 8, 1918, 151 D. B.; trans. Feb. 17, 1918, to Camp Devens Hq. Bn., G. H. Q. Detachment. Overseas, March 6, 1918.

Leo Landry was born February, 1892, at Lynn, son of William Landry of Dedham, and Johanna (Cunningham) (deceased) Landry. Brother of Edith May and George Walter Landry, both of Dedham, Albert Landry of Cambridge, and Frederick Landry (who served in U. S. Navy). Machine Tender.

Frederick James Morgan, Private: died Oct. 10, 1918, of pneumonia. Ent. July 15, 1918, 25 Co., Narragansett Bay C. A. C.

Frederick James Morgan was born September 17, 1887, at Nor-

wood, son of George James and Susan Gertrude (O'Brien) Morgan; brother of George F., Arthur J., and Ruth M. Morgan, and of Mrs. Florence Catherine (wife of Scott Eugene) Kimball; all of Norwood. Post Office Clerk.

***Joseph Michael O'Neil**, Private: died Nov. 6, 1918, of wounds received in action. Enl. June 21, 1918, R. A., Bty. E, 24 Btn., F. A. Repl. Dft.; trans. to 10 Btry. Aug. Auto Repl. Dft., Camp Jackson; Oct. 19 to Bty. B, 124 F. A., 33 Div. Overseas, Aug. 22, 1918.

Joseph Michael O'Neil was born April 29, 1899, at Brookline, son of Patrick (born in England) and Margaret Teresa (Brown) (born in Ireland) O'Neil; brother of Margaret H., Lillian, May, William D., Christopher F. and Ita W. O'Neil, all of Norwood. Bookbinder.

Richard Locke Pigott, Private: died Oct. 26, 1918, of disease. Ent. June 27, 1918, 153 D. B.; trans. July 10 to Co. L, 347 Inf., 87 Div. Overseas, Aug. 24, 1918.

Richard Locke Pigott was born April 11, 1895, at Windham, Vermont, son of Richard and Rachel A. (Dickeson) (died 1905) Pigott (both born in Nova Scotia); brother of Charlotte A. (wife of Arthur) Perkins, Olivette (wife of Ernest) Pearse, and Margaret E. (wife of James) Fuller. Employee: Paper mill. Resident in Massachusetts about eighteen years.

Robert John Vickery, Lieut. (T) U. S. N.: died Jan. 4, 1919, of pneumonia at Needham. Appointed Aug. 23, 1899, Acting Warrant Machinist from Massachusetts. Aug. 5, 1909, commissioned Chief Machinist. July 14, 1917, temporarily appointed Ensign; Dec. 24, Lieut. (jg); Sept. 6, Lieut. (T), from July 1, 1918.

Robert John Vickery was born August 24, 1867, in England, son of Robert and Elizabeth (Rouse) Vickery. Served three years prior to appointment as Warrant Machinist.

***Bert Birger Windahl**, Private: killed in action, July 18, 1918 (near Missy-Aux-Bois). Ent. Oct. 4, 1917, Co. I, 28 Inf., 1 Div. Overseas, April 19, 1918.

Bert Birger Windahl was born December, 1890, at Figeholm, Sweden, son of Birger Leopold and Alma Josephine (Berglund) Windahl; brother of Carl, John, Josef, Louise, Hanna, Karin, and Sieta Windahl, all of Figeholm, Sweden. Married (1918) Fanny Maria Oman of Watertown. Painter. Resident in Massachusetts 8 years.

PLAINVILLE

Frederick Eslie Bolton, Private: died Oct. 2, 1918, of pneumonia. Ent. March 28, 1918, 151 D. B.; trans. June 22, 1918, to Co. M, 303 Inf., 76 Div.; Aug. 12, 1918, to Hdq. Co., 161 D. B.; Aug. 24, 1918, to Co. L, 29 Inf., 17 Div. Overseas, July 16, 1918.

Frederick Eslie Bolton was born April, 1887, at Wrentham, son of Joshua E. and Jennie Stevens Bolton of Plainville; brother of Florence E. Bolton. Butter and egg dealer.

***Clifton Stephen Grinnell**, Seaman, U. S. N.: killed in action, Dec. 6, 1917,

sinking of U. S. S. "Jacob Jones" by enemy submarine. Enl. July 20, 1915, and assigned to U. S. S. "Jacob Jones."

Clifton Stephen Grinnell was the son of George B. Grinnell of Pawtucket, Rhode Island.

John Edward McNeil, Seaman, U. S. N.: died Oct. 12, 1917, sinking of S. S. "Lewis Luckenbach." Enl. April 30, 1917, assigned to U. S. S. "Arizona" from Naval Training Station, Newport, R. I.; trans. June 17 to Rec. Ship at New York; July 3 to S. S. "Gargoyle;" Aug. 6 to Armed Draft Detail, New York; Sept. 21 to S. S. "Lewis Luckenbach."

John Edward McNeil was born March 30, 1898, at North Attleboro, son of James E. (born P. E. I.) and Maude W. (Proctor) McNeil; brother of Alice M., Donald, Kenneth, and Russell McNeil, all of Plainville. Teamster. Post 217, A. L., Plainville, named in his honor.

Elmer Oscar Walden, Wagoner: died Jan. 26, 1919, of disease (at Toul). Enl. Aug. 29, 1916, Bty. B, 3 F. A., 6 Div.; trans. June 1, 1917, to Bty. E, 21 F. A., 5 Div.; June 12 to Sup. Co., 21 F. A.; Jan. 9, 1918, to Q. M. Mec. Repair Shop 304; March 7 to Sup. Co., 21 F. A., 5 Div. Wagoner, June 12, 1917. Overseas, May 26, 1918.

Elmer Oscar Walden was born February 14, 1883, at Plainville, son of Oscar Lucius and Louisa Francis (Young) Walden; brother of Archie L. Walden of Plainville, Susan L. (wife of Charles) Pomeroy of Westfield, and Lucy L. (wife of Henry) Phelps of Springfield. Jeweler.

QUINCY

Charles G. Arbuckle, Private: died Oct. 19, 1918, shock following amputation of legs at Base Hosp., No. 9. Ent. June 28, 1918, 153 D. B.; trans. July 27, 1918, to Btry. D, 335 F. A., 87 Division. Overseas, Aug. 31, 1918.

Charles G. Arbuckle was born July 25, 1893, at West Quincy, son of Robert (1920) and Rose (McAloon) Arbuckle; brother of George W., Robert L., Warren W., Vernon L., Wyman O., Mary M., Matilda A., and Evelyn R. Arbuckle. Plumber-foreman. Charles G. Arbuckle Square in Quincy named in his memory.

***Frederick Mitchell Atwood**, 2d Lt., Inf.: killed in action on Vesle River, near Fismes, Aug. 6, 1918. Shot by sniper while leading his platoon. Ent. O. R. C., Plattsburg, N. Y., Aug., 1917; commissioned 2 Lt., Nov. 27, 1917, and assigned to Co. M, 58th Inf., 4th Division. Overseas, June 9, 1918.

Frederick Mitchell Atwood was born October 20, 1895, at Hartford, Connecticut, son of Eugene R. and Annie (Knowlton) Atwood; brother of Elizabeth and Margaret Atwood, all of Quincy. Harvard College, class of 1918. Born in Connecticut, but lived entire life in Massachusetts—Chelsea and Quincy.

Walter Aloysius Avery, Private: died July 21, 1918, of accidental gunshot wounds. Ent. March 29, 1918, 151 D. B.; trans. to 152 F. A. Brig.; trans. April 18, 1918, to Btry. D, 306 F. A. 152 Arty. Brig., 77 Division. Overseas, April 24, 1918.

Walter Aloysius Avery was born February 3, 1892, at Quincy, son

of John A. and Hannah G. (Ring) Avery; brother of John J., Frank F., Paul Edward, William James, Mary C., and Alice M. Avery, all of Quincy. Oiler, Street Railway. "Accidentally shot going off guard by sentry at Baccarat."

***Robert Elijah Ball**, 1st Lieut. Inf.: died June 20, 1918, of wounds received in action at Hill 204. Commissioned 1st Lt., Inf., O. R. C., at training camp at Ft. Oglethorpe, Ga., Camp Warden McLean, Aug.-Nov., 1917. Called into active service, Dec. 15, 1917, and assigned to Co. C, 39th Inf., 4 Div.; trans. Jan. 1, 1918, to Co. B, 4 Inf., 3 Division Camp Green, N. C.; "reported at Camp Stuart, Newport News, Va., Jan. 15, 1918, and was made Adjutant 1st Btn., 4 Inf., 3 Div." Overseas, April 15, 1918.

Robert Elijah Ball was born July 15, 1892, at Cambridge, son of Elijah and Clara Augusta (born in Sweden) Ball; brother of Joseph Arthur and Theodore Roger Ball, of La Jolla, California. Accountant for Stone and Webster, with Columbus Power Company, Columbus, Georgia. Ball Square, Wollaston, named in his memory. "Died in Red Cross Hospital at Joury-sur-Morin, France, June 17, 1918, as result of shrapnel wounds received at Hill 204, Chateau Thierry."

John Dante Baratelli, Private: died Sept. 24, 1918, of pneumonia (at sea). Ent. Sept. 20, 1917, Btry. C, 303 F. A., 76 Div.; trans. Feb. 2, 1918, to 5 F. A. Brig., Leon Springs, Texas; to Btry. D, 20 F. A. 5 Div. Overseas, Sept. 14, 1918.

John Dante Baratelli was born 1891, at Jersey City, New York, son of Angelo and Elizabeth (Ariolli) Baratelli (both born in Italy) of Quincy; brother of Norma D. and John C. Baratelli of Quincy (1919). Married Nella Pia Diversa. Child: Marian Baratelli. Clerk. Resident in Massachusetts 4 years.

Wilbert Joseph Bertrand, Private: killed by accident May 7, 1917, at Quincy. Enl. April 19, 1917, Co. M, 6 Inf., Mass. N. G.

Wilbert Joseph Bertrand was born October 31, 1898, son of Peter (born in Canada) and Elise (De Marse) Bertrand of Quincy; brother of Peter J., Julius J., Henry, Francis, Eva, Gertrude and Eveline Bertrand, all of Quincy, and of Mrs. Priscilla Albonette of Braintree. Teamster. Killed by railroad train at Quincy Adams Depot.

***Ralph Stanwood Briggs**, Private: killed in action, Oct. 2, 1918 (in front of Montrebeau). Ent. April 25, 1918, 151 D. B.; trans. May 23, 1918, to Co. K, 301 Inf., 76 Div.; July 31, 1918, to Co. D, 163 Inf., 41 Div.; Aug. 17, 1918, to Co. F, 26 Inf., 1 Div. Overseas, July 6, 1918.

Ralph Stanwood Briggs was born December 21, 1893, at Walpole, son of Horace C. and Mary Esther (Mitchell) Briggs, of Egypt, Massachusetts; brother to Mrs. Esther L. Betts, Mrs. Ira M. Marsh, and Kenneth R. Briggs. Hat salesman.

***George Frederick Bryan**, Seaman, U. S. N.: killed in action with enemy submarine, Dec. 6, 1917, on board U. S. S. "Jacob Jones." Enl. March 30, 1917, U. S. N. Training Station, Newport, R. I., April 6-10, 1917; to U. S. S. "Jacob Jones," April 10, 1917.

George Frederick Bryan was born December 14, 1901, at Quincy,

son of John T. (born in Ireland) and Ellen (Sullivan) (died 1905) Bryan; brother of John J., Edward, Anna, Myrtle, Joseph, Shirley, Frank, Dolly, Leon, Marguerite, Walter and Marie Bryan, all of Wollaston. Sheet metal worker. Post 613, V. F. W., Quincy, named in his honor, also a square.

Sherman Seal Brokaw, Seaman, U. S. N. R. F.: drowned Dec. 13, 1917, "lost from Steamer 'Shada' in Boston Harbor, having volunteered for a duty as hazardous as it was important." Enr. April 3, 1917, U. S. N. R. F., Naval Tn. Station, Marblehead, April 20-June 8, 1917; Naval Tn. Camp, Bumpkin Island to June 21, 1917; U. S. S. "Shada" to death. Lost life in attempt to secure a life line when crew of "Shada" were in peril.

Sherman Seal Brokaw was born June 22, 1898, at Brooklyn, New York, son of Vernon Sherman and Nellie May (Seal) Brokaw of Wollaston; brother of Mrs. Dorothea Louise Noople. Student: Boston University C. L. A.

Daniel Brundage, Jr., Private: died Oct. 23, 1918, of pneumonia (Romaritan). Enl. Dec. 5, 1917, Regular Army; 312 Inf., unassigned Rcts.; trans. Jan. 16, 1918, to A. S. Sig. C., 3 Motor Mec. Regt., 13 Co. Overseas, June 22, 1918.

Daniel Brundage, Jr., was born October, 1896, at Portland, Maine, son of David and Jessie A. Brundage; brother of Harry Melvin, Anna J. Brundage, and of Mrs. Myrtle King, all of Quincy. Shipyard worker. Lived in Massachusetts eleven years.

***Guido J. Cicconi**, Private: killed in action, Nov. 4, 1918 (in the attack toward Beaumont). Enl. June 13, 1917, R. A., unassigned to Co. A, 9 Inf. Overseas, Sept. 7, 1917.

Guido J. Cicconi was the son of Vincent and Francis Cicconi of Quincy; brother of Anna, Edith, Arthur and Ciphano Cicconi of Quincy. Longshoreman. Resident in Massachusetts 1 year.

Woldemar Edward Crosscup, Ensign Prov.: died July 6, 1918, in seaplane accident, at Montchic, Lacanau (Gironde) France. Enr. April 25, 1917. Appointed Ensign Prov., Jan. 23, 1918; assigned May 21, 1918, to Army Bombing School, Clermont, Ferrand. Overseas, Feb. 1, 1918.

Woldemar Edward Crosscup was born December 30, 1895, at Roxbury, son of Louis E. and Lillian A. (Campbell) Crosscup (both born in Canada; brother of Lincoln and Richard A. Crosscup, all of Wollaston (1919). Student: Wilbraham Academy. Crosscup-Pishon Post 281, Boston, named in part in his honor; also a square.

William Taylor Cumming, Seaman, U. S. N. R. F.: died May 9, 1919, of pneumonia, at Naval Hospital, Chelsea. Enr. May 21, 1918, U. S. N. R. F.; Naval Tng. Station, Newport, R. I., May 29-Aug. 22; Rec. Ship at Philadelphia, Pa., to Sept. 5; U. S. S. "Mt. Vernon," to Oct. 25; Naval Hospital, Chelsea, Oct. 29 to Nov. 11, 1918.

William Taylor Cumming was born April 10, 1897, at Quincy, son of William Taylor and Annie (Gordon) Cumming, (both born in Scotland).

***Matto Di Vesto**, Private: killed in action, Oct. 8, 1918 (near Fleville). Enl. July 10, 1917, in R. A., Co. E, 23 Inf., 2 Div. Overseas, Sept. 7, 1917.

Matto Di Vesto was born January, 1898, at Foggia, Italy, son of Giuseppi and Caterina (Villani) Di Vesto; brother of Antonio and Michelina Di Vesto, all of Carpino, Province of Foggia, Italy. Machinist's helper. Resident of Massachusetts four years.

***Seth A. Eldridge**, Private: died July 19, 1918, of wounds received in action. Enl. July 21, 1917, M. N. G., Btry. A, 1 F. A., M. N. G. (Btry. A, 101 F. A.). Overseas, Sept. 9, 1917.

Seth A. Eldridge was born January 29, 1891, at Quincy, son of John L. (deceased) and Bessie (Arnold) Eldridge of Westboro (1919); brother of Avonia and John L. Eldridge. Clerk: Fore River Ship Building Plant.

***Philip Fedoruk**, Private: killed in action, Sept. 27, 1918 (along the Briulles-Nantiollos Road). Enl. Sept. 23, 1917, R. A., Co. K, 39 Inf., 4 Div. Overseas, May 10, 1918.

Philip Fedoruk was born December, 1894, at Wolinsky, Guberna, Russia, son of John Fedoruk of Derewinis, Russia.

Charles A. G. Franzen, Private: died Sept. 30, 1918, of pneumonia (at Camp Devens). Enl. Aug. 13, 1918, 151 D. B.; trans. Aug. 23, 1918, to Hq. Co., 36 Inf., 12 Div.

Charles A. G. Franzen was born November 8, 1896, in Boston.

Harry K. Green, Private: died Nov. 14, 1917, of pneumonia. Enl. Oct. 4, 1917, 151 D. B.; trans. Nov. 11 to Co. K, 325 Inf., 82 Div.

Harry K. Green was born November, 1893, at Quincy, son of Mrs. Frank Green, of Quincy (1917).

David Alexander Haley, Private: died Dec. 17, 1918 (accident), in Boston. Enl. Oct. 15, 1918, R. A., 24 Co., C. A. C., Boston; trans. Nov. 18 to 14 Co., C. A. C., Boston.

David Alexander Haley was born, 1871, in Boston, son of David and Bridget Mary (Finnerty) Haley, (both born in Ireland). Married Mary Jane MacDonald of Quincy. Children: David Norman (age 21), George Vincent (age 20), Wesley Clement (age 18), Esther Marion (age 16), and Alice Gertrude Haley (age 12) (1919). Machinist.

***Robert Horner Hogg**, Private: killed in action, March 18, 1918, in raid; attempt to throw bridge across Aislette River (Charvignon). Enl. April 13, mustered Aug. 4, 1917, Co. A, 1 Cadet Corps, Mass. N. G. (Co. A, 101 Engrs., 26 Div.). Overseas, Sept. 26, 1917.

Robert Horner Hogg was born September 2, 1883, at Worcester, son of William James and Frances (Harpoldt) Hogg, of Worcester, 1919; brother of William F. Hogg of New York City, George Hogg of Brookline, Mrs. Frances Mae Brown of Waterbury, Connecticut, and Helen M. Hogg of Worcester. Married Lillian Belle Vining of Jackson, Michigan. Special salesman. C. de G. with bronze star under Order No. 17, March 20, 1918. Engineers 21 French Division; "A volunteer for raid on enemy trenches; he displayed much courage and zeal;

killed during raid." Harvard, 1906, prepared at St. Paul's School, also attended Worcester Polytechnic Institute.

***Frank R. Johnson**, Private: died May 23, 1918, of wounds received in action. Enl. July 24, 1917, R. A., Co. C, 49 Inf.; trans. Aug. 17, 1917, to Co. C, 23 Inf., 2 Div. Wounded slightly April 21, 1918. Overseas, Sept. 7, 1917. Born in Aop, Finland. French Croix de Guerre with palm: "Very audacious soldier who displayed the finest bravery on April 21, 1918, during execution of raid, in course of which, he was wounded."

***Thomas Douglass King**, Private: killed in action, July 14, 1918 (in Belleau Woods). Enl. May 24, 1917, M. G. Co., 6 Inf., Mass. N. G. (M. G. Co., 104 Inf., 26 Div.). Overseas, Sept. 27, 1917.

Thomas Douglass King was born August 4, 1893, at Quincy, son of John S. (born in England) (deceased), and Lydia Catherine (Douglass) (born P. E. I.) King; brother of John S., who served in Company B, 301 Engineers, and William J. King, and Eliza (wife of Ray C.) Cobb, all of Quincy, Minnie (wife of Charles A.) Leavitt of North Weymouth, and Mrs. Annie Nichols. Clerk. Square in Quincy named in his memory. Captain Westbrook, of his company, reported he was killed by shell fire early in the morning of July 15th.

Arthur Jubb Lakin, Private: died Sept. 25, 1918, of pneumonia (at Camp Devens). Ent. June 24, 1918, 151 D. B.; trans. Aug. 1, 1918, to Co. K, 42 Inf., 12 Div.

Arthur Jubb Lakin was born December 4, 1891, at Wollaston Heights, Quincy, son of Wilbur Fowler (died 1924) and Lizzie Almira (Jubb) Lakin of East Milton; brother of Walter Hartwell Lakin of Portsmouth, Virginia, Alice L. and Edwin Gilman Lakin, both of Quincy, and of Wilber Adelbert and Harry Woodbury Lakin. Farmer.

Arthur H. Little, Private: died Oct. 28, 1918, of pneumonia. Enl. June 4, 1917, Co. A, 5 Inf., Mass N. G.; trans. to Co. A, 101 Inf., 26 Div.; reported for duty July 25, mustered Aug. 10, 1917. Overseas, Sept. 7, 1917.

Arthur H. Little was born March 17, 1892, at Quincy, son of Thomas J. (deceased) and Margaret (Whalen) Little (both born in Ireland); brother of Mrs. May Murphy of Quincy, Mrs. Margaret Muirhead of East Braintree, Thomas Little of Roslindale, Mrs. Edith M. Everett of Boston, and James Little of Arlington. Clerk: employed in Boston. Square named in his memory.

Julian Edward MacDonnell, Electrician, 2 Cl., Gen. U. S. N.: died Aug. 3, 1919, of disease, on board U. S. S. "Leviathan," at sea. Enl. Feb. 8, 1917, assigned to Rec. Ship, at New York City; trans. Nov. 7 to U. S. S. "Leviathan."

Julian Edward MacDonell was born October 16, 1899, at Quincy, son of Angus G. (born in Canada, deceased) and Margaret Smith (Stewart) (born in Scotland) MacDonnell; brother of Mrs. Christine (wife of Vernon L.) Dauphine, Mrs. Margaret J. Curry, and Francis E. MacDonnell, all of Quincy; Angus D. MacDonnell of Seattle, Washington, James S. MacDonnell of Rutland, and Ernest F. MacDonnell. Electrician. Square named in his honor. Had two service stripes for overseas transport service. Had made thirty-eight trips.

Raymond Spencer MacKeil, Private: died Oct. 9, 1918, of pneumonia. Enl. June 30, 1918, R. A., assigned to Troop I, 314 Cavalry.

Raymond Spencer MacKeil was born March, 1900, at Lowell, son of Daniel and Jessie MacKeil; brother of Mabel MacKeil of Quincy, and of Mrs. Pearl H. Lowther of New Bedford. Shipyard worker, employed at Bath, Maine.

Joseph Michael Martin, Fireman, 1 Class, U. S. N.: died Jan. 20, 1918, of disease at Chelsea Naval Hospital. Enl. Jan. 12, 1909; dis. Jan. 11, 1913. Re-enl. Jan. 5, 1917, assigned to U. S. S. "Arizona;" trans. May 9, to U. S. S. "Missouri;" May 25, to U. S. S. "Arizona;" May 28, to Rec. Ship at New York City. June 15, to U. S. S. "Kanawha."

Joseph Michael Martin was born May 17, 1890, at Quincy, son of Edward J. (died 1914) and Catherine A. (Grogan) Martin (both born in Ireland); brother of Edward J., John C., George L., Lawrence, and Alfred Martin, all of Quincy. Laborer, employed in Braintree.

Neil Robert Mattson, Private: died Dec. 2, 1918, of disease. Ent. March 29, 1918, 151 D. B.; trans. to 35 Engrs. Overseas, April 30, 1918.

Neil Robert Mattson was born September 22, 1893, at Estuna, Sweden, son of John and Carolina (Ericson) Mattson, of Stockholm, Sweden; brother of John Victor and Bernard Olaf Mattson, both of Quincy, and Bror Carl, Gustav Martin, Eric Wilhelm, Oskar Gunnar, Marta Maria, and Anna Margreta Mattson, and Mrs. Freda Molin, all of Stockholm, Sweden. Carpenter. Massachusetts. Resident about four years.

***Raybern Blood Melendy**, 2 Lieut., Inf.: killed in action, Nov. 1, 1918 (near Champigneulle). Enl. June 30, 1916, M. G. Co., 6 Inf., Mass N. G.; trans. to Co. G, 104 Inf., 26 Div. Corporal, Jan. 3, 1917; Sergeant, June 1, 1917. Dis. Sept. 30, 1918, to accept commission. Appointed 2 Lieut., Inf., Oct. 1, 1918, assigned to Co. M, 305 Inf., 77 Div. Overseas, Oct. 3, 1917. Croix de Guerre: "He displayed remarkable calmness and courage in going to aid a wounded comrade exposed to the fire of enemy artillery during the combat of April 12, 1918. Under enemy fire he set up an automatic rifle on the parapet in order to place it in a better position during a counter attack."

Raybern Blood Melendy was born January 22, 1896, at Worcester, son of A. Edward and Alice E. (Blood) Melendy; brother of Ralph G. Melendy of Wollaston. Patternmaker. Attended Wentworth Institute. Square in Wollaston named in his memory.

***Cyril Peter Morrisette**, Private: died Feb. 24, 1918, of wounds received in action (near Tutai, on Feb. 22, in raid upon German lines which resulted in the capture of 2 officers and 29 soldiers). Enl. May 16, 1917, Co. F, 9 Inf., Mass. N. G. (Co. F, 101 Inf., 26 Div.). Overseas, Sept. 7, 1917.

Cyril Peter Morrisette was born July 15, 1885, at West Quincy, son of Cyril (died 1921) and Victoria (LeFrancois) Morrisette (both born in Canada), of West Quincy; brother of Arthur J., Albert, Eva and Helen Morrisette, Lucy (wife of James) Raftus and Laura (wife of William) Belanger. Stonecutter. Square in Quincy named in his memory. "First Quincy soldier killed in war."

***Chester Raymond Moyle**, Corporal: killed in action, Oct. 11, 1918 (just east of St. Juvien). Ent. Oct. 4, 1917, 151 D. B.; trans. to Co. M, 325 Inf., 82 Div. Corporal, Dec. 11, 1917. Overseas, April 25, 1918.

Chester Raymond Moyle was born in Quincy, February 28, 1896, son of John Opie (born in England; died 1922) and Hannah (MacLaughlin) (born in Canada) Moyle; brother of Mildred May (wife of Walter Peterson) Smith of Quincy. Shipfitter. Square in Quincy named in his memory. (Cited for gallantry in action in which he was killed.)

Robert T. Murphy, Private; see Stapleton, Thomas J.

David J. Nagle, Private: died Sept. 28, 1918, of pneumonia. Ent. May 3, 1918, 2 Rct. Co., G. S. Inf.; trans. June 4 to S. & T. M. Co., 4 Bn., 2 Regt., Feb. Auto Repl. Draft, Camp Jackson; July 8 to Bty. B, 111 F. A., 29 Division. Overseas, July 22, 1918.

David J. Nagle was born June, 1889, in Dublin, Ireland, son of Mrs. Annie Nagle of Cloughran County, Ireland, 1918.

Victor E. Nelson, Private: died Oct. 24, 1918, at Base Hospital, Camp Devens. Ent. July 22, 1918, 151 D. B.; trans. Aug. 26, to Hdq. Co., 36 Inf., 12 Div.

Victor E. Nelson was born September 2, 1892, at Quincy, son of John Theodor (died 1924) and Mary (Johnson) Nelson both born in Sweden); brother of George Frank and Russell Carl Nelson, and Roy Franklin Nelson of Quincy (all of whom served in U. S. N.); Mrs. Alida M. Spencer of Belmont, Mrs. Olga Anderson, and Otto Theodor Nelson. Driver: Milk Route.

***George Tradenick Nesbitt**, Private: died Oct. 25, 1918, at Evacuation Hospital, No. 7, of wounds received in action. Enl. July 20, 1917, 1st Sep. Sq. Cav., Tr. C, Mass. N. G.; reported for duty July 25, mustered Aug. 1, 1917, assigned to Co. C, 102 M. G. Bn., 26 Div. Overseas, Sept. 23, 1917.

George Tradenick Nesbitt was born May 27, 1890, at Quincy, son of James L. and Elizabeth Rose (McCormack) (deceased) Nesbitt; brother of Mrs. Edith I. (wife of Ralph A.) Dembroeder, Mrs. Alice (wife of Aldwin) Hatfield, and of Miss Ruth Nesbitt. Brakeman: N. Y. N. H. & H. R. R. Square named in his memory.

***Roual W. Nordquist**, 1st Sergeant: died July 19, 1918, of wounds received in action. Enl. May 4, 1915, Co. M, 6 Inf., Mass. Vol. Mil.; trans. July 1, 1916, to M. G. Co., 6 Inf. Reported for duty March 30, mustered April 11, 1917, as corporal; assigned to Co. G, 104 Inf., 26 Div. Corporal, Jan. 4, 1917; sergeant, June 1, 1917; 1st sergeant, April 7, 1918. Overseas, Oct. 3, 1917.

Roual W. Nordquist was born February, 1893, at Quincy, son of Nils and Hannah (Pearson) Nordquist; brother of Mrs. Ellen Johnson, all of Quincy. Married Caroline Marie Aronsen. Clerk.

Bert J. Parnell, Private: died Dec. 10, 1917, of pneumonia. Enl. June 5, 1917, Co. A, 5 Inf., Mass. N. G.; trans. to Co. A, 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

Bert J. Parnell was born December, 1891, at North Stratford, New Hampshire; brother of Mary E. Parnell of East Roxbury, New Hampshire. Laborer. Resident in Massachusetts, about twenty years.

Eric C. Patch, Private: died April 4, 1918, of pneumonia, at Base Hosp. 17, A. E. F. Enl. June 1, 1917, Co. D, 1 Engrs., Mass. N. G. Reported for duty July 25, mustered Aug. 4, 1917, assigned to Co. D, 111 Engrs., 26 div. Overseas, Sept. 26, 1917.

Eric C. Patch was born November 18, 1892, at Quincy, son of Frank L. and Mercy (Phillips) Patch of Quincy. Married, 1917, Eleanor May Files of Quincy. Manager: Coal Business.

John Shaw Pfaffman, 2 Lieut., Aviation: died July 20, 1918, in airplane accident at Voves, France. Enl. Oct. 22, 1917, E. R. C., Paris, France, Sig. Enl. Res. Corps; Hats. Det., Aviation Sec., Paris, France. Dis. May 19, 1918, to accept commission. Commissioned 2nd Lieut., A. S., May 20, 1918, A. S., S. C. Overseas, April, 1917.

John Shaw Pfaffman was born October 27, 1894, at Quincy, son of George Eaton and Mabel Abigail (Shaw) Pfaffman; brother of Karl S. Pfaffman. Harvard, class of 1916; prepared at Phillips Andover Academy. Square in Quincy named in his memory. Served with the Norton-Harjes Ambulance Unit, May 9, to November 9, 1917.

***John W. Reveney**, Private: killed in action, Oct. 25, 1918. Ent. Sept. 20, 1917, Co. M, 302 Inf., 76 Div.; trans. Feb. 5, 1918, to Co. F, 61 Inf., 5 Div. Overseas, April 16, 1918.

John W. Reveney was born, 1888, at Quincy, stepson of Mrs. Flora Reveney of Broad Cove Chapel, Nova Scotia, brother of Mrs. Margaret Frances Sullivan of Philadelphia, Pennsylvania,. Member of Quincy Police Department. Square named in his memory.

John Santos, Seaman, U. S. N. R. F.: died Sept. 30, 1918, of influenza, at Chelsea Hospital. Enr. June 27, 1918, Tng. Camp, Hingham; Sept. 27 to Tng. Camp, Bumkin Island.

John Santos was born June 24, 1900, in Boston, son of Marion (died 1924) and Mary Rose (Silvia) Santos. Mrs. Anderson of Quincy, 1926). Brother of Mrs. Lillian Carle and Mrs. Mary Parker. Conductor, steet railway.

***Matthews Smith**, Private: killed in action Oct. 14, 1918 (in attack on Cunel) and Bois des Rappes). Ent. Sept. 20, 1917, Co. M, 305 Inf., 77 Div.; trans. Feb. 5, 1918, to Co. C, 14 M. G. Bn., 5 Div. Overseas, April 12, 1918.

Matthews Smith was born July, 1889, at Portadown, Ireland, son of Mrs. Margaret Smith of Derry Keerin, Portadown, County Armagh, Ireland; brother of Patrick J. and Daniel Smith, and Mrs. Catherine Fairn, all living in Ireland, and of Edward and Thomas J. Smith, both of Quincy. Operator, Rivet Stud Company. Resident in Massachusetts 4 years.

Everett Cary Spencer: see Sutermeister, Everett Cary.

Anthony P. Spileno, Private: died May 7, 1917; airplane accident. Enl. Feb. 17, 1914, R. A., 43 Co., C. A. C., Fort Terry; trans. to Co. B, A. S. Sig. C, Mineola, L. I., N. Y.

Anthony P. Spileno was born July, 1895, at Minsk, Russia, son of Philip Spileno, of Roosevelt, New York, 1914.

Thomas J. Stapleton, Private: died Oct. 13, 1919, of disease, at Camp Zachary Taylor. Enl. Nov. 30, 1916, Co. E, 8 Engrs.; trans. May 17, 1918, to Quarry Heights, Canal Zone; July 24, to Co. A, 5 Inf.; Aug. 21 to 17 M. P. Co.; Jan. 31, 1919, to Co. H, 5 Inf., 17 Div.; Sept. 6 to Provost Guard Co., Camp Zachary Taylor.

Thomas J. Stapleton was born January, 1890, at South Boston, son of Michael and Catherine Stapleton; brother of Josephine and Martha Stapleton; all of Roxbury, and of Mrs. Ellen Denning of Washington, District of Columbia. Machinist.

***James Dawson Milne Stewart**, Private: killed in action, July 18, 1918 (Belleau Wood). Ent. Sept. 8, 1917, Co. F, 104 Inf., 26 Div. Overseas, Sept. 26, 1917.

James Dawson Milne Stewart was born August 16, 1887, at Quincy, son of Charles J. (deceased) and Mary (Dawson) Stewart (both born in Scotland); brother of Charles J. and Robert W. Stewart, both of Boston. Plumber.

***Everett Cary Sutermeister**, Private: killed in action, Sept. 26, 1918 (during Marcheville raid). Enl. July 16, 1917, Tr. A, Sept. 1, 1 Sq., Cav., Mass. N. G.; trans. to Co. A, 102 M. G. Bn., 26 Div. Overseas, Sept. 23, 1917.

Everett Cary Sutermeister was born June 4, 1897, at Quincy, son of Frederick Arnold (died 1923) and Lydia (Earle) Sutermeister (Spencer)*; brother of Walter Arnold and Stanley E. Spencer, both of Wollaston, Frederick Alden Spencer of Woodbridge, New Jersey, and Herbert R. Spencer of Alwood, New Jersey. Square at Wollaston named in his memory.

*Family name legally changed to Spencer after declaration of war, but that of the soldier remained unchanged, as he was in France at that time.

***Malcolm Eugene Webster**, Private, U. S. M. C.: killed in action July 19, 1918 (Soissons). Enl. March 21, 1917, Port Royal, S. C.; trans. 81 Co., 6th M. G. Bn., Quantico; July 1, 1918, to Co. D, 6th M. G. Bn., 2 Div. Overseas, Dec. 31, 1917.

Malcolm Eugene Webster was born February 3, 1898, at Brewer, Maine, son of Ralph Jewett and Annie Freeman (Gordon) Webster; brother of Richard Gordon Webster, all of Wollaston. Employee: Pneumatic Scales Company. Square at Wollaston named in his memory.

John Erick Erickson, Co. H, 109th Inf., A. E. F.: died of wounds received in action, Nov. 12, 1918.

Frank Suprum, Co. C, 8th M. G. Batt., A. E. F.: killed in action, Oct. 3, 1918.

Sarge C. Pavluk, Co. E, 26th Inf., A. E. F.: killed in action, Oct. 4, 1918.

RANDOLPH

***John Douglas Crawford**, 2d Lieut., Inf.: killed in action May 27, 1918, at Cantigny. Called into active service from O. R. C., as 2d Lieut., Inf., Nov. 27, 1917; assigned to Co. H, 28 Inf., 1 Div. Overseas, Jan. 8, 1918. Citation: "On the morning of May 27th, during intense shell fire which preceded an enemy raid, walked up and down his trench sector encouraging his men and by his fearless example kept them in high spirits; shortly after dawn he was killed by shell fire."

John Douglas Crawford was born February 25, 1888, at Randolph,

son of John Jennings (died 1904) and Ellen Josephine (Turner) (died 1920) Crawford; brother of Seth Turner Crawford of Boston and of Judith MacMillan Crawford. Square at Randolph named in his memory. Yale College, 1911; prepared at Thayer Academy and Cheshire School.

***Thomas Whitty Desmond**, 1st Lieut., Inf.: killed in action May 27, 1918 (near Cantigny). Commissioned 1st Lieut., Nov. 27, 1917, from O. R. C., assigned to Co. D, 18 Inf., 1st Div. Overseas, Jan. 12, 1918.

Thomas Whitty Desmond was born September 6, 1896, at Randolph, son of Jeremiah J. and Maria L. (Whitty) Desmond of Randolph; brother of Alice C. Desmond of Randolph. Massachusetts Agricultural College, 1919, prepared at Thayer Academy. Post 169, A. L., Randolph, named in his memory. Attended 2d Plattsburg Training Camp.

Charles Gabriel Devine, Machinist's Mate, Aviation: died Sept. 21, 1918, of influenza, at Naval Hospital, Great Lakes, Ill. Enr. May 11, 1917, U. S. N. R. F., reported for duty, Oct. 12, 1917, to Naval Tng. Det., Newport, R. I.; trans. Feb. 28, 1918, to Naval Operating Base, Norfolk, Va.; June 20, 1918, to Naval Hospital, Great Lakes, Ill.

Charles Gabriel Devine was born December 15, 1892, at Randolph, son of Edward Joseph (deceased) and Mary Elizabeth (Flaherty) Devine; brother of Walter A. Devine, all of Randolph, and of Joseph W. Devine of Boston. Clerk. Tree plantd on High School Lawn, Randolph, in his memory.

***Hugh Alexander MacDonald**, Sergeant, U. S. M. C.: died July 19, 1918, of wounds received in action (near Vierzy). Enl. May 19, 1909, Co. A, 8 Inf., Mass. Vol. Mil. Dis. May 19, 1912. Re-enl. June 15, 1912, Co. A, 8 Inf., Mass. Vol. Mil. Dis. Dec. 14, 1914, to join U. S. Army. Enl. Dec. 22, 1914, U. S. M. C., assigned to U. S. S. "Nevada;" trans. Sept. 8, 1917, to 97 Co., 6 Regt., 2 Div. Corporal, Nov. 22, 1917; sergeant, Sept. 15, 1918. Overseas, Nov. 12, 1917.

Hugh Alexander MacDonald was born April 4, 1890, Brighton, son of John F. (born in Nova Scotia; died 1892) and Jeannette (McLeary) (born in Scotland) MacDonald of Randolph; brother of Mrs. Elizabeth Joyce and Mrs. Emma O'Dell, both of Randolph, Albert MacDonald of Webster, and Mrs. Mary Sprowl of Allston. Salesman. Served in U. S. M. C. at Vera Cruz.

Daniel Joseph McNeill, Private: died Nov. 17, 1918, of pneumonia, at Garden City, L. I. Ent. Oct. 30, 1918, Air Service, Garden City.

Daniel Joseph McNeill was born June 1, 1898, at Randolph, son of John B. (born in P. E. I.) and Mary E. (McGaughey) (died 1917) McNeill; brother of John Malcolm, Francis Leo, and Wilfred McNeill, all of Randolph. Shoe cutter.

STOUGHTON

***William Joseph Buckley**, Private: killed in action Oct. 3, 1918. Ent. Feb. 26, 1918, 151 D. B.; trans. to M. G. Co., 111 Inf., 28 Div. Overseas, May 5, 1918.

William Joseph Buckley was born December 22, 1888, at West Stoughton, son of Timothy and Catherine Buckley (both deceased); brother of Timothy F. Buckley, and Nora (wife of William) Johnson of Roxbury, and of Joseph Buckley of Stoughton. Express Clerk.

***Herbert Lawrence Connell**, Private: died Sept. 19, 1918; gassed; pneumonia. Ent. Feb. 26, 1918, 151 D. B.; trans. March 16, 1918, to Co. L, 305 Inf., 77 Div. Overseas, April 16, 1918.

Herbert Lawrence Connell was born March 30, 1891, at Stoughton, son of John F. (deceased) and Bridget E. (Clark) Connell, of Stoughton; brother of Thomas H. and William H. Connell of Brockton, John J. Connell of Canton, Francis J. Connell of Dorchester; and E. Edward, G. Austin, and Rose A. Connell, and Mrs. Jane L. Brady, all of Stoughton. Storekeeper.

Cornelius Edward Corbett, Private: died Sept. 15, 1918, of pneumonia (at Camp Devens). Ent. Sept. 3, 1918, 19 Co., 5 Tng. Bn., 151 D. B.

Cornelius Edward Corbett was born July 17, 1896, at Stoughton, son of John and Nellie (Sheehan) Corbett, (both born in Ireland); brother of Josephine, Helen, and John J. Corbett, all of Stoughton. Rubber worker.

George Francis Flynn, Private: died Dec. 6, 1918, of influenza and pneumonia. Ent. Sept. 6, 1918, assigned to 103 Co., 25 Bn., Syracuse Rct. Cp.

George Francis Flynn was born May 30, 1889, at Stoughton, son of John D. and Ellen (Fitzpatrick) Flynn of Stoughton (1919), brother of Mrs. Sarah Thomas, Mrs. Rose Frost, and Nellie Theresa and Lawrence Flynn, all of Stoughton, Mrs. Mary Whipple of Jacksonville, Florida, Mrs. Kate MacAvoy of Cambridge, and of John Flynn and Mrs. Kate McAvoy of Cambridge. Rubber worker.

Joseph Revello Green, Private: died Sept. 25, 1918, of pneumonia (at St. Elizabeth's Hospital). Ent. Aug. 15, 1918, U. S. Army Tng. Det.

Joseph Revello Green was born January 29, 1894, at Stoughton, son of Louis (deceased) and Catherine Capello Green; brother of Leo R., Louis, Sadie, and Albert Green, and Rose E., wife of Joseph Ceruti, all of Stoughton. Strapper in rubber company.

***Fred Larson**, Private: killed in action, Oct. 15, 1918 (Cote de Chatallon, near Landres-St. Georges). Ent. April 26, 1918, 151 D. B.; trans. May 23 to Co. C, 302 M. G. Bn., 76 Div.; July 30 to Co. E, 163 Inf., 41 Div.; Aug. 7 to Co. L, 165 Inf., 42 Div. Overseas, July 8, 1918.

Fred Larson was born February 1, 1891, at Lunnar, Sweden, son of Lars (deceased) and Karna Mattiasson Larsson, in Sweden; brother of Gustave Larson of Stoughton, and of Asel Larson in Sweden. Laborer: Street Department. Resident in Massachusetts four years.

John McGarvey, Private: died Dec. 30, 1918, of pneumonia (at Camp Hospital 41, Is-Sur-Tille; gassed during Meuse-Argonne offensive). Enl. April 10, 1917, Co. C, 1 Corps Cadets, Mass. N. G. (Co. C, 101 Engrs., 26 Div.); reported for duty, July 25, mustered Aug. 4, 1917. Wounded in action, July 14, 1918, (near Chateau Thierry). Overseas, Sept. 26, 1917.

John McGarvey was born November 3, 1893, at Salem, New York, son of John and Elizabeth (Melvin) McGarvey; brother of Owen E., Peter, George A., Isabel, and Melvin McGarvey, all of Stoughton. Model Maker. Resident in Massachusetts twenty-one years.

Ralph Read Malcolm, Sergeant: died March 8, 1919, of pneumonia, at sea near Cape Race, on board U. S. S. "America." Enl. Nov. 24, 1915, Btry F, 2 F. A., N. Y. N. G. Served on Mexican border. Assigned to Btry. F, 105 F. A., 27 Div. Corporal, Jan. 22, 1917; sergeant, March 7, 1919. Overseas, June 30, 1918.

Ralph Read Malcolm was born July 14, 1892, at Stoughton, son of George E. (born in Nova Scotia) and Martha Sarah (Searle) Malcolm; brother of Mildred Caroline and Roy Wilfred Malcolm, all of Stoughton, and of Edgar Searle Malcolm (who served as sergeant, M. C., Fort Strong and Fort Warren). M. I. T., class of 1915; prepared at Chauncey Hall. Civil Engineer. A flagpole erected in his memory at Evergreen Cemetery, Stoughton. Appointed second lieutenant, Coast Artillery O. R. C., February 1, 1919. Never called to active duty as an officer. "A cousin, Lieutenant George S. Shepard, died of wounds early in the war." Citation: "For conspicuous gallantry in action (with) the 105 Field Artillery in the vicinity of Cote de L'Oie, France, on October 2 and 3, 1918, in carrying ammunition by hand a distance of 1,200 metres from the ammunition dump to the battery position under heavy shell fire throughout the night and the following afternoon, in order to enable the battery to fire an offensive barrage in support of the infantry advance."

John Francis Mara, Jr., Private: died Feb. 6, 1919, of disease at Camp Devens. Ent. Sept. 3, 1918, 19 Co., 5 Tng. Bn., 151 D. B.

John Francis Mara, Jr., was born March 31, 1897, at Elizabeth, New Jersey, son of John Francis and Julia Teresa (Campbell) Mara; brother of Charles W., Joseph, Eugene, Thomas, William, Ellen, Gertrude, Florence, and Margaret Mara, all of Stoughton. Rubber worker. Resident in Massachusetts nineteen years.

***Ray Marden**, Corporal: killed in action, Nov. 1, 1918 (near Champigneulle). Ent. Feb. 26, 1918, 151 D. B.; trans. March 16, 1918, to Co. L, 305 Inf., 77 Div. Corporal, Oct. 22, 1918. Overseas, April 16, 1918.

Ray Marden was born August 7, 1892, at Stoughton, son of Edward Lyman Marden of Stoughton and Etta Gertrude (Guild) (deceased) Marden; brother of John, Harold, Doris F., and George H. Marden (who served as sergeant, Prisoner of War Escort Co. 233, A. E. F.) and of Mrs. Rose Hinds, all of Stoughton, and of Mrs. Barbara E. Schmidt. Married Marion Holbrook (Mrs. Wm. Corbett, 1925); child, William Henry Marden. Mill hand.

James Francis Marron, Private: died Sept. 16, 1918, of pneumonia, at 101 Base Hospital, St. Nazaire, France. Ent. May 27, 1918, 152 D. B.; trans. June 20, to Medical Corps, Fort Jay, Del.; July 6 to 3 Co., Med. Repl. Dft., Camp Merritt; July 13, to Med. Det., 101 Base Hospital. Overseas, July 14, 1918.

James Francis Marron was born June 30, 1889, at Stoughton, son of James J. (deceased) and Mary Ann Marron; brother of Joseph P. and Leo Marron, all of Stoughton. Shoemaker.

***Michael Panayolis Nikon**, (alias Nicholas Spallas), Corporal: died July 31, 1918, of wounds received in action (near Montreuil, July 14). Enl. April 9, 1917, Btry. C, 1 F. A., Mass. N. G. (Btry. C, 101 F. A., 26 Div.). Corporal, July 7, 1917. Overseas, Sept. 9, 1917.

Michael Panayolis Nikon was born in 1889, at Mytilene, Greece, son of Peter Michael and Polyxene Nikon; brother of Anastasia, Georges, John and Apostolos T. Nikon; all of Mytilene, Greece. Rubber worker. Resident in Massachusetts two years. "Served three years in 156 Company, C. A., at Fort Constitution, New Hampshire."

***Michael Romanuk**, Private: killed in action, July 29, 1918 (on heights north and east of Sergy). Ent. Sept. 21, 1917, Co. K, 302 Inf., 76 Div.; trans. Feb. 13, 1918, to 3 Co., March Repl. Draft, Camp Devens; April 10 to Co. D, 165 Inf., 42 Div. Overseas, March 12, 1918.

Michael Romanuk was born July, 1891, at Zwynaku, Russia; nephew of John Kosokoosh of Stoughton.

Lester Albany Whitten, Private: died Sept. 20, 1918, of disease, at Camp Devens. Ent. May 27, 1918, 152 D. B.; trans. June 25 to Co. M, 303 Inf., 76 Div.; to 151 D. B.; Aug. 3 to Co. D, 73 Inf., 12 Div.; Sept. 5 to 151 D. B.

Lester Albany Whitten was born September 29, 1886, at Stoughton, son of Daniel Albany (deceased) and Laura A. (Fogg) Whitten of Stoughton; brother of Earl Everett and Leonard Augustus Whitten, both of Stoughton. Employee: Last Company. Enlisted April 30, 1917, 10 Company, C. A. C., M. N. G.; discharged August 7, S. C. D.

SHARON

***Charles Raymond Wilber**, 2nd Lieut., Inf.: killed in action, Sept. 29, 1918 (just west of Juvigny). Ent. Jan. 5, 1918, Co. H, 306 Inf., 77 Div. Corporal, April 4, Sergeant 4, 1918. Dis. July 12, 1918, to accept commission. Appointed 2nd Lieut., Inf., July 13, 1918, assigned to Co. B, 126 Inf., 32 Div. Wounded slightly July 31, 1918. Overseas, April 16, 1918.

Charles Raymond Wilber was born September 17, 1895, at Wilmington, son of Charles Henry and Abbie Lovell (Baker) Wilber; brother of Frank Everett, Herbert Howes, Raymond T., and Evelyn Lovell Wilber, and of Olive Lovell (wife of Harold A.) Page. Garden supervisor. Massachusetts Agricultural College, 1917. Post No. 106, A. L., Sharon, named in his honor, also grammar school at Sharon.

WALPOLE

Pietro P. De Santes, Private: died Oct. 3, 1918, of pneumonia (at Camp Dix). Ent. June 27, 1918, 153 D. B.; trans. Aug. to Co. G, 346 Inf., 87 Div.; Aug. 13 to 153 D. B.; Sept. 7 to Co. L, 134 Inf., 34 Div.

Pietro P. De Santes was born March 18, 1893, at St. Pietro Apostole, Italy.

mouth. Shoe worker. Thomas F. Donovan Square, Braintree, named in his memory.

***Nicodemo Fudo**, Private: killed in action, Aug. 27, 1918 (near Bazoches, Oise-Aisne offensive). Ent. Feb. 25, 1918, 151 D. B.; trans. March 16, 1918, to Co. G, 306 Inf, 77 Div. Overseas, April 16, 1918.

Nicodemo Fudo was born May, 1896, in Italy, son of Dominico Fudo, of Mamola, Province of Calabria, Italy.

Walter Joseph Healey, Private: died Oct. 15, 1918, of pneumonia. Ent. July 3, 1918, 5 Co., C. A. C., Southern New York; trans. Sept. 6 to Hdq. and Sup. Btry., 6 A. A. Btry. Overseas, Sept. 25, 1918.

Walter Joseph Healey was born December 15, 1892, at South Weymouth, son of Robert H. and Elizabeth G. (Madden) Healey; brother of Robert C., Albert, Agnes, and Mary S. Healey, all of South Weymouth. Shoe worker.

***Arthur B. Hurley**, Private: died June 27, 1918, of wounds received in action. Ent. Oct. 4, 1917, 151 D. B.; trans. Feb. 13, 1918, to Co. M, 9 Inf., 2 Div. Overseas, Feb. 27, 1918.

Arthur B. Hurley was born October 11, 1899, at Weymouth Heights, son of Simon H. and Mary (Levangie) Hurley, (both born in Nova Scotia); brother of Alice E. Hurley, and Mrs. Annie J. O'Brien (wife of Henry M. O'Brien), all of North Weymouth. Shoe operative.

***Harold Wilson Hyland**, 2 Lieut., Inf.: died Sept. 1, 1918, at Juvigny, France, of wounds received in action at Oise-Aisne. Ent. Jan. 5, 1918, at Riverside, Calif., assigned to Co. H, 307 Inf., 77 Div. Corporal, April 16; sergeant, June 3, 1918. Dis. July 12, 1918, to accept commission. Commissioned 2 Lieut., Inf., July 13, 1918, from N. A.; assigned to Co. F, 127 Inf., 32 Div. Overseas, April 7, 1918.

Harold Wilson Hyland was born October 28, 1890, at Weymouth, son of Thaddeus G. and Emma J. (Brumbaum) (died 1913) Hyland; brother of T. Franz E., and Hosea D. Hyland. Massachusetts Agricultural College, 1913. Student Instructor, Oregon Agricultural College, 1913-1915. Instructor in Chemistry, High School, Hemet, California. Entered Officers' Training School, Camp Upton, December, 1917. Harold W. Hyland Post No. 53, A. L., Hemet, California, named in his honor.

William Joseph Johnson, Private: died Oct. 29, 1917, of disease at Base Hospital, No. 1, France. Enl. May 21, 1917, Co. K, 5 Inf., Mass. N. G.; reported for duty July 25, mustered Aug. 8, 1917, assigned to Co. K, 101 Inf., 26. Div. Overseas, Sept. 7, 1917.

William Joseph Johnson was born December 14, 1897, in Boston, son of William E. and Josephine Mary (Tobin) Johnson; brother of Francis J., Alphonsus, Clarence, Anna, Edward L., Robert, and Walter Johnson, all of East Weymouth. Leather worker.

***Parker Bradford Jones**, 2 Lieut., Inf.: killed in action, July 19, 1918 (near Vauxcastille). Enl. April 14, 1914, Co. D, 1 Corp Cadets, M. V. M. (1 Engrs., Mass. N. G.); reported for duty July 25, mustered Aug. 4, 1917; trans. to Co. D, 101 Engrs., 26 Div.; Jan. 27, 1918, to Co. C, 101 Engrs., 26 Div. Corporal,

March 5, 1917; sergeant, June 16, 1917. Dis. June 13, 1918, to accept commission as 2 Lieut., Inf., assigned to 23 Inf., 2 Div. Overseas, Sept. 26, 1917.

Parker Bradford Jones was born July 9, 1886, at Hyde Park, son of Parker (died 1924) and Mary A. (Kells) (deceased) Jones; brother of Mrs. Annie F. Blumenkrantz, of Norwood. Sales Manager: Fairbanks Scale Company. Squares in Hyde Park and South Weymouth named in his memory.

***Harold Britton Klingeman**, Corporal: killed in action, Nov. 10, 1918 (near Bezonvaux). Enl. April 2, reported for duty July 25, mustered Aug. 1, 1917, Troop C, 1 Separate Squadron Cavalry, Mass. N. G., trans. to Co. C, 102 M. G. Bn., 26 Div. Corporal, Nov. 1, 1918. Overseas, Sept. 23, 1917. Recommended for D. S. C.: "In charge of company, Oct. 22 to Nov. 10, and under most trying circumstances; under heavy bombardment and machine-gun fire, he directed complete liaison at all times. He was killed while crossing a field under intense machine-gun fire."

Harold Britton Klingeman was born July 7, 1897, at Pembroke, son of William Nelson and Emma M. (Cunningham) Klingeman, of South Weymouth; brother of Ralph A., and Dorothy J. Klingeman. Clerk.

***William A. R. Monteith**, Private: killed in action, July 15, 1918 (in the Boisé de la Jute). Enl. Oct. 8, 1917, R. A., 2 Rct. Co., Gen. Serv. Inf.; trans. Oct. 25, 1917, to Co. A, 6 Engrs., 3 Div. Overseas, Dec. 4, 1917.

William A. R. Monteith was born in 1897, at Helensburgh, Scotland, son of Ambrose and Effie (Kennedy) Monteith; brother of Ambrose E. Monteith, Jr., of South Weymouth. Automobile mechanic. Resident in Massachusetts four years.

***Ernest Burnside Mowry**, Private, U. S. M. C.: killed in action, Nov. 2, 1918 (near Sivry). Enl. April 20, 1917, assigned to R. D., Philadelphia, Pa.; May 1, 1918, to Co. A.; June 3 to 23 Co., 6 M. G. Bn., 2 Div. Overseas, June 27, 1917.

Ernest Burnside Mowry was born August 27, 1896, at Malden, son of Charles Burnside and Susan (McClellan) Mowry, of Weymouth; brother of Harold W. Mowry of U. S. M. C., Fort Sill*, and Gladys McClellan Mowry of Weymouth. Printer. Square named in his memory.

*Two years in service in Haiti.

Harold Lamont Procter, Sergeant, 1st class: died March 18, 1920, of disease, at Walter Reed Hospital, Washington, D. C. Enl. July 30, 1917, R. A., 53 Aero Sq., A. S.; trans. Aug. 22 to 16 Aero Sq.; Oct. 15 to 38 Aero Sq.; Dec. 11 to 39 Aero Sq. Corporal, Oct. 1, 1917; sergeant, Nov. 1, 1917; sergeant, 1st class, June 5, 1918.

Harold Lamont Procter was born April 26, 1893, at Framingham, son of Frank Newell and Mabel Amanda (Pierce) Procter; brother of Marion Frances (wife of Almon E.) Deane, Gerald Burton and Lloyd Vernon Procter and of Raymond Herbert Procter (who served as sergeant, 151 D. B.). Carpenter. "Passed examination for Lieutenant, but never received his commission."

Grover Sprague, Seaman, U. S. N.: died June 13, 1917, of disease, U. S. S.

"New York," at Yorktown, Va. Enl. April 20, 1916; April 6, 1917 on U. S. S. "New York."

Grover Sprague was born August, 1897, at South Weymouth, son of Amos Owen (died 1920) and Irene (Hayden) (died 1926) Sprague; brother of Arthur Owen, Amos Winfield, Lester David, Horace Benjamin, and Hilda Florence Sprague, Annie Irene (wife of Fred A.) Tirrell, Eva Gertrude (wife of Michael) Fitzgerald, Bertha Melissa (wife of John) Fitzgerald, Dorothy Hazel (wife of Merton) Nash, Ethel Matilda (wife of Mario J.) Crosta, and Ida Ardell (wife of William Proctor) Brigman. Mason's Apprentice.

William Sweeney, Private: died Dec. 31, 1918, of disease. Enl. July 12, 1917, R. A., assigned to 3rd Ammunition Train. Overseas, March 16, 1918.

William Sweeney was born February, 1897, at Tulsa, Oklahoma, son of Mrs. Ada Levangia of Beachmont, 1919. Resident in Massachusetts 16 years.

***Ralph Talbot**, 2nd Lieut., Prov., M. C. R.: killed in action, Oct. 25, 1918 (at Sangatte). Enr. Oct. 5, 1917, U. S. N. R. F., appointed Ensign, Prov., April 3, 1918, assigned to Naval Air Station, Miami, Fla. Dis. May 22, 1918. Commissioned 2nd Lieut., Prov., M. C. R., May 26, 1918. Served with Northern Bombing Group, Aug. 7 to Oct. 25, 1918. Overseas, Aug. 1, 1918. Congressional Medal of Honor: "For exceptionally meritorious service and extraordinary heroism while attached to Squadron C, First Marine Aviation Force, in France. He participated in numerous air raids into enemy territory, and on Oct. 8, 1918, while on such a raid, he was attacked by nine enemy scouts, and in the fight that followed, shot down an enemy plane. Also, on Oct. 14, while on an air raid over Pittham, Belgium, Lt. Talbot and one other plane became detached from the formation due to loss of power by motor, and were attacked by twelve enemy scouts. During the severe fight that followed, his plane was shot down by one of the enemy scouts. His observer was shot through the elbow and his gun jammed. He cleared the jam with one hand while Lt. Talbot manoeuvred to gain time, and then returned to fight. The observer fought on until shot twice in the stomach and once in the hip. When he collapsed, Lt. Talbot attacked the nearest enemy scout with his front guns and shot him down. With his observer unconscious and his motor failing, he dived to escape the balance of the enemy and crossed the German trenches at an altitude of fifty feet, landed at the nearest hospital, and left his observer and returned alone to his aerodrome."

Ralph Talbot was born January 6, 1897, at Weymouth, son of Richard J. (deceased) and Mary (O'Connell) Talbot; brother of John O. Talbot and Mrs. Alice L. Hall; all of South Weymouth, and of Mrs. Blanche O. Wall of Hingham. Student: Yale University, prepared at Mercersburg Academy. Name appears on memorial tablet in State House.

***Joseph Haskell Whall**, Corporal, U. S. M. C.: died Oct. 6, 1918, of wounds received in action. Enl. Aug. 5, 1917, Co. I, Parris Id.; trans. Jan. 8, 1918, to 134 Co., Quantico; Sept. 6 to 76 Co., 6 Regt. Corporal, April 14, 1918. Overseas, March 27, 1918.

Joseph Haskell Whall was born August 1, 1890, at Quincy, son of

Joseph Stokes (died 1917) and Mary Alice (Newcomb) (died 1905) Whall; brother of Clifford Sawyer Whall of San Juan, Porto Rico. Garage Manager. (Square named in his memory).

WRENTHAM

***George W. MacInnis**, Private: died June 3, 1918, of wounds received in action. Enl. July 23, reported for duty July 25, mustered Aug. 9, 1917, Co. I, 5 Inf., Mass. N. G.; trans. to Co. I, 101 Inf., 26 Div. Overseas, Sept. 7, 1917.

George W. MacInnis was born November 4, 1900, at North Attleboro, son of John (deceased 1904) and Mary Jane MacInnis (Mrs. Eben W. Wheeler, 1925) (both born in Scotland); brother of Mrs. Alice W. Shepard. Clerk, employed in Walpole. American Legion, Post No. 225, at Wrentham, named in his honor,

Walker Briggs Mason, Landsman for Electrician, Radio, U. S. N. R. F.: died May 19, 1918, of disease, at Naval Hospital, Great Lakes, Ill. Enr. Nov. 30, 1917, assigned to Naval Tng. Station, Great Lakes, Ill.

Walker Briggs Mason was born July 15, 1889, at Providence, Rhode Island, son of Otis Nathan and Cora Bell (Gates) Mason, of Wrentham; brother of Louise Catherine (wife of Frank P.) Walker. New Bedford Textile, 1914; prepared at St. Luke's School, Wayne, Pennsylvania. Employed in South Bend, Indiana. First Wrentham man to die in service.

***Earl M. Rhodes**, Private: killed in action, July 28, 1918 (on heights north and east of Serpy). Ent. Oct. 4, 1917, Co. K, 302 Inf., 76 Div.; trans. Feb. 13, 1918, to 7 Co., 1 Inf. Tng. Regt.; April 4 to Co. I, 165 Inf., 42 Div. Overseas, March 12, 1918.

Earl M. Rhodes was born September, 1889, at Providence, Rhode Island, son of Thomas Addison and Jennie Carlena Rhodes; brother of Thomas Eliot Rhodes of East Providence, Rhode Island, and of Mrs. Ethel Jeannette Atkinson of Providence, Rhode Island. Farmer. Resident in Massachusetts three years.

IN FOREIGN SERVICE

BROOKLINE

***Stephen Balshaw**, Private, B. E. F.: died Sept. 6, 1915, of wounds received in action, in Mesopotamia. Enl. 6 Bn., King's own Royal Lancashire Regt., at Blackburn, England.

***Albert Elmer Eugene Bower**, Private, C. E. F.: killed in action, Feb. 6, 1918. Enl. at Sussex, N. B., Sept. 8, 1915, 64th Battalion; served in France in 25th Battalion.

Albert Elmer Eugene Bower was born October 19, 1897, son of Arthur F. and Sophia E. (both born in Nova Scotia) Bower of Brookline; brother of Lawrence A., Harold V., and Andrew L. Bower.*

*Said to have served during the World War.

Charles Robert Cross, Jr.: died Oct. 8, 1915, at French Military Hospital 64,

Dinard, France, result of accident, Oct. 4, 1915, near village of Ploubalay. Enl. Jan., 1915, American Ambulance Service in France and later as Executive Assistant on staff of Red Cross. Sanitary Commission in Serbia and Montenegro.

Charles Robert Cross, Jr., was born June 17, 1881, in Boston (Roxbury) son of Charles Robert and Mariana (Pike) Cross. Harvard 1903. Harvard Law School 1906. (M. I. T. 1898-99). Prepared at Noble and Greenough School, Boston. Mount Cross in Canadian Rockies named in his honor by Geographical Board of Canada. Member of Btry. A, Massachusetts Militia from 1905 to 1911.

***James Delaney**, Private, C. E. F., killed in action, Sept. 29, 1918. Enl. March 16, 1918. Served in France, 43 Bn.

William Becker Hagan, Cadet, R. A. F.: died May 11, 1918, of pneumonia, at Toronto, Canada. Enl. May 26, 1917, American Field Service; attached to Section 12 in Champagne until Oct. 31, 1917. Entered R. A. F. after six months' service in A. F. S.

William Becker Hagan was born February 12, 1898, at Dorchester, son of Oliver and Josephine (Fitch) Hagan. Student: Phillips Andover Academy.

***W. J. Montague**: reported "killed in action." O. CL. Oct. 30, 1918, Boston "Transcript."

CANTON

***Elton Delvecchio**, Corporal, Italian Army: killed in action, Dec. 13, 1917, at Il Berelta. Served in 5th Co., 278 Regt. of Inf.; later in 7 Co., 252 Inf.

Elton Delvecchio was born December 3, 1890, in Italy. His mother and one sister living in Italy survive him. "His cousin Fiorenza Delvecchio of Canton also returned to Italy to join the army." "Lived in Canton five years where he was employed in one of the leather factories."

Pietro Gallo, Italian Army: died Oct. 20, 1918, of influenza at Mirabello, Italy, while on furlough to visit his mother. Enl. through Italian Consul at Boston on entrance of Italy into war.

Pietro Gallo was born at Avellino, Italy. Served 3 years at front; in mountain warfare in Trentino. Resident of Canton 8 years.

***John G. Shaw**, Private, C. E. F.: killed in action, June, 1916. Enl. May, 1915.

John G. Shaw was born April, 1889, at Leeds, England. Employee: Woolen Mills.

NEEDHAM

***Paul Everett Libby**, Private, C. E. F.: killed in action, Sept. 2, 1918. Enl. March 4, 1918; served in France in 44 Bn.

QUINCY

***William Robertson Bissett**, C. E. F.: killed in action, Jan. 27, 1916 (at Loos, France). 10 Bn., Cameron Regt., Scotch Rifles.

William Robertson Bissett was born 1877, at Aberdeen, Scotland,

son of John (deceased 1921) and Elizabeth (Robertson) (died 1886) Bissett (both born in Scotland); brother of Eliza Ann (wife of William) Carter and of Alexander, Robert and John Bissett. Granite cutter.

***John M. (Henry) Cliffe, Jr.**, C. E. F.: killed in action at Arras, Sept. 5, 1918. Canadian Heavy Artillery. (1 Div. Army Ammunition Column.)

Cecil Corkhill, reported "dead." Otta. Cas. List. Boston "Transcript," Feb. 28, 1919, p. 7. (Corkhill, Cecil, private, Enl. May 4, 1918. Died Feb. 14, 1919, of pneumonia, at 50 Cas. Clearing Station, France 14 Bn.)

***Albert Grossman**: killed in action, Aug. 26, 1918, in France. Enl. Oct. 10, 1918. Served in France, 1 C. M. R. (Ottawa War Office.) ("K" Crossman, Otta. Cas. List. Boston "Transcript," Sept. 12, 1918, p. 4.)

***James Haldane**, Private: killed in action, Aug. 18, 1918, at Roye, France. Enl. Sept. 25, 1917, McLean Kilties; served in France, 2 Bn., 42 Black Watch.

James Haldane was born April, 1886, at Partick, Scotland, son of William (died 1915) and Margaret (Ross) (died 1894) Haldane; brother of William, Ross Jean and Isabella Haldane, and of Mrs. Agnes Barber, Mrs. Margaret Wilson and Mrs. Mary Connell. Married Jean Finlayson of Partick, Scotland. Traveling salesman.

***James Harris**, Corporal, C. E. F.: killed in action, Sept. 11, 1918, at Cambrai, France. Enl. 15 Battalion, 1st Div., C. E. F. (From Quincy Honor Roll.)

***A. John Luxton**, Royal Med. Corps, B. E. F.: killed in action, 1915. (Quincy Honor Roll.)

***James Donald MacLeod**, C. E. F.: killed in action Sept. 28, 1918, at Cambrai.

***Malcolm John MacLeod**, C. E. F.: killed in action, Nov. 1, 1918, in France. Enl. 72 Battalion (Seaforth Highlanders). (Quincy Honor Roll.)

***Charles Francis McGrath**: killed in action, June 6, 1917, Flanders Field. Enl. 3 Battalion (Wellington Inf.) N. Z. E. F. (Quincy Honor Roll.)

***Irwin Russell Miller**, C. E. F., Private: killed in action, Oct. 1, 1918 (at Tilly, near Cambrai). Enl. Oct. 28, 1915, at Winnipeg, Man. Served 179 Bn., in England, Oct. 13, 1916, to Nov. 12, 1916; France Nov. 13, 1916, to death. (Wounded Oct. 29, 1917, at Vimy Ridge.)

Irwin Russell Miller was born June 28, 1899, at Quincy, son of John H. and Barbara J. (Patrickwin) Miller. Dist. Conduct Medal (Brit.) and Brit. Mil. Medal.

***Archie T. Phillips**, C. E. F.: killed in action, Oct. 8, 1917, by hand grenade. Enl. in Winnipeg, Canada, 13 Canadian Highlanders. (Quincy Honor Roll.)

***Wallace Sutherberg**, C. E. F.: killed in action at Vimy Ridge, April 9, 1917. (14th Bn., C. E. F.) (Quincy Honor Roll.)

***James MacNeil Smith**: killed in action, Sept. 3, 1918. Canadian Kilties, C. E. F.

STOUGHTON

***James Grant Fraser**: killed in action, Sept. 27, 1918, at Cambrai. Enl. March 15, 1918; served in France in 22 Bn. Overseas, April 19; to France Aug. 8, 1918.

James Grant Fraser was born July 9, 1887, at Grantown on Spey, Scotland, son of Patrick and Catherine Fraser. Butler. Resident in United States since 1909. ("Boston Trans.," October 11, 1918, part 1, p. 9. Ottawa War Office Record, Stoughton T. R.

***Francis William Kennedy**, C. E. F.: killed in action, April 9, 1917, at Ypres. Enl. Sept., 1915, 1st Grenadiers of Canada at Montreal; 1st Overseas Bn., C. E. F. Overseas, May, 1916.

Francis William Kennedy was born 1884, at Roscommon, Armagh, Ireland, son of Alexander and Margaret Kennedy (both deceased). Resident in United States since 1905.

***George Colley Wheldale Smith**, Private, B. E. F.: died May 3, 1917, from wounds received at the Arras front (near Frevent). Enl. 1915, 11 East Yorkshire Regt.; to France April 14, 1916. Engaged at Somme River and on Arras front.

George Colley Wheldale Smith was born May 10, 1895, at Hull, England, son of John William and Eliza Jane Smith. Employee: Last factory. Resident in United States three years.

WEYMOUTH

***Neil Morrison**, Sergeant: died Oct. 10, 1918, accident, England. Enl. July 16, 1917, at Aldershot, N. S. Served C. F. C. in England, Nov. 19, 1917, to death. (Ottawa War Recs.)



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